

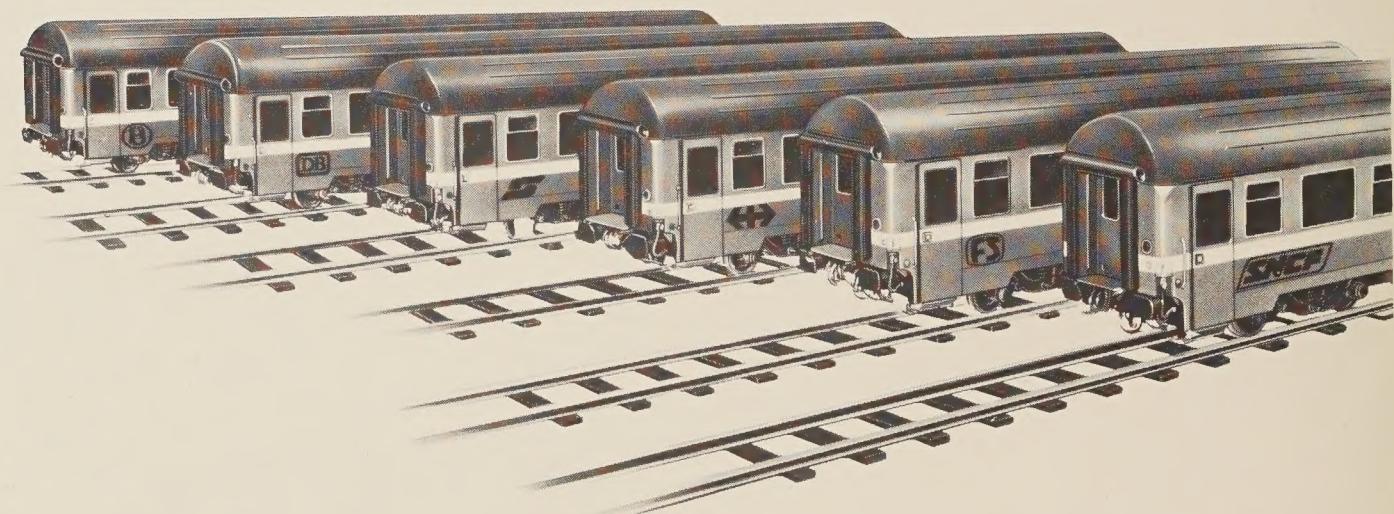
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Railway Magazine

NOVEMBER 1978



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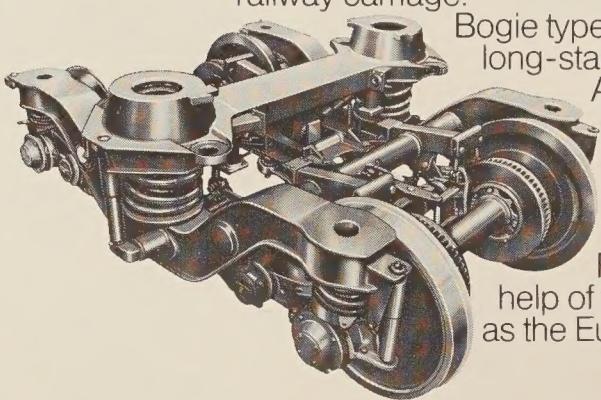


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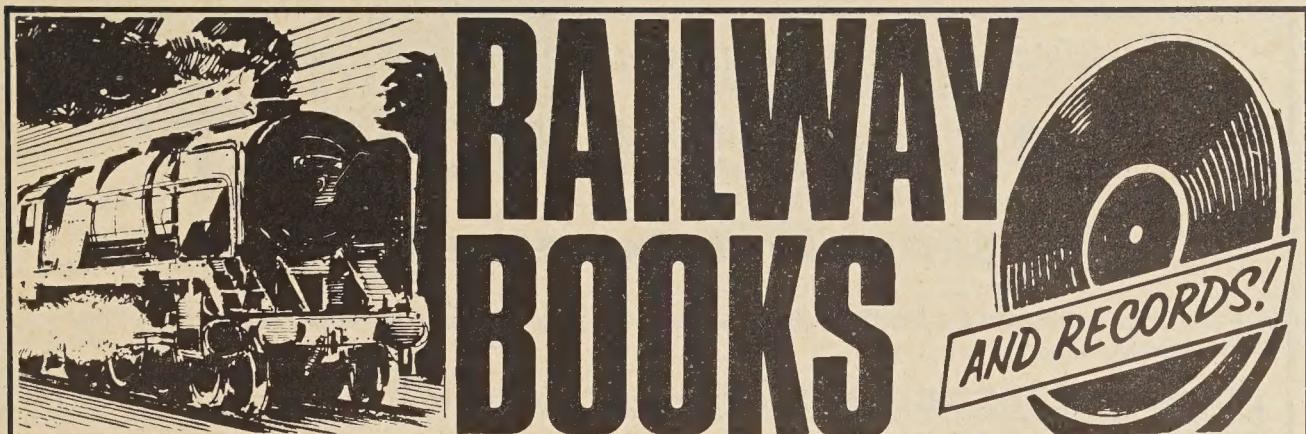
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"Ballymoss" arriving at Bristol Parkway with the R.P.P.R. "Deltic Dragon".

G. Scott-Lowe.

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Railway Magazine

NOVEMBER 1978 Volume 124 Number 931

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G. J. FLOWER: ASSISTANT EDITOR

D. HOLMAN: PUBLISHING DIRECTOR

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Front cover: Surviving class "24" locomotive, No. 24 023, on a passenger turn during the past summer, with the 16.42 Llandudno—Crewe on July 12 near Maes Du, Llandudno.

Transparency by Larry Goddard

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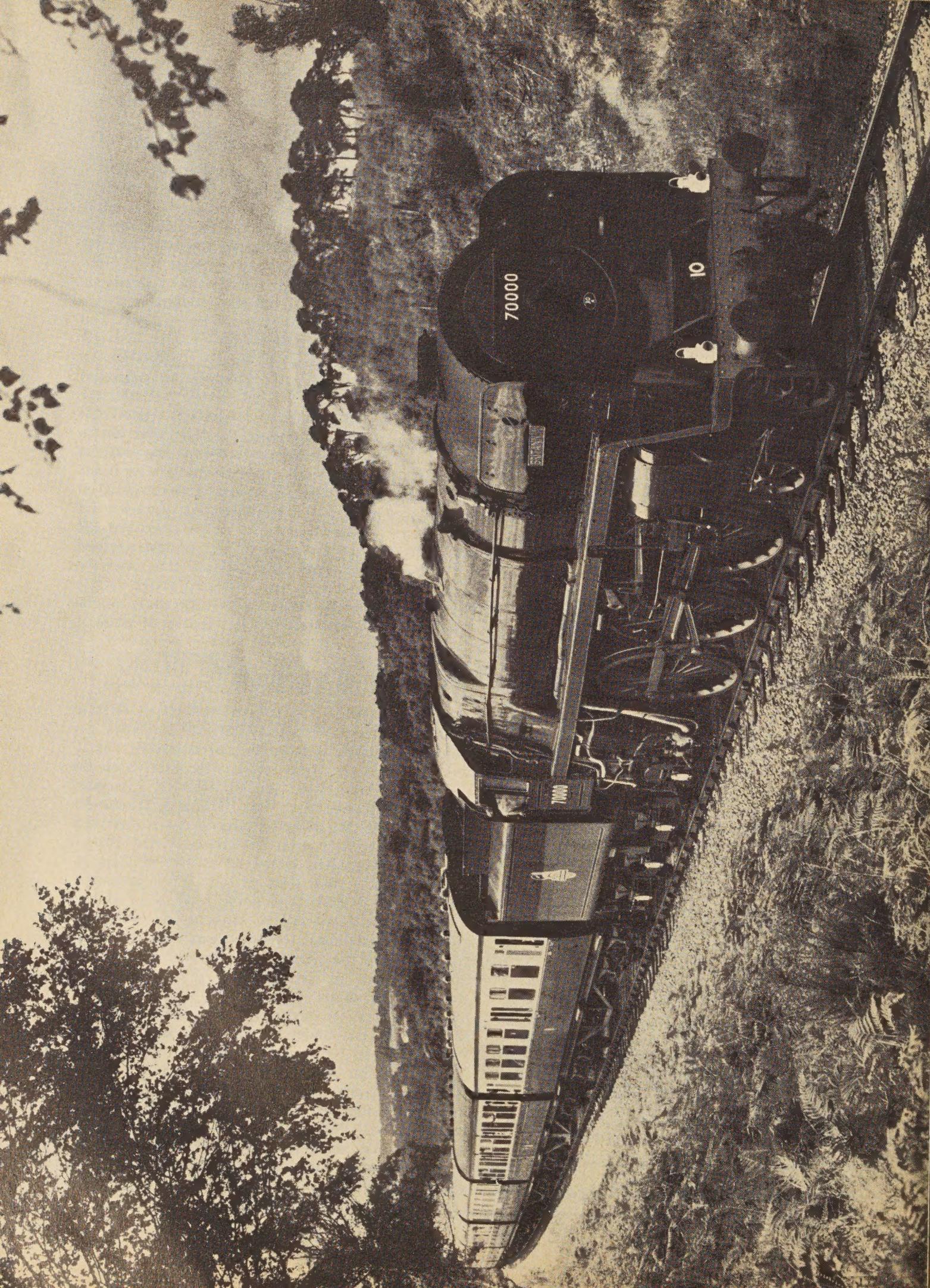
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TUNNEL COME-BACK

SPEAKING ENTHUSIASTICALLY OF THE PROPOSAL FOR A single-track Channel Tunnel (see "Topics", page 523) to the American Chamber of Commerce in London on September 20, Sir Peter Parker, Chairman of British Railways Board, welcomed the statement by Mr. William Rodgers, Secretary of State for Transport, that the British Government would give urgent and careful consideration to the recommendations of British and French Railways for this scheme. The present proposal, although likely to cost between £600/700m, is comparatively modest in relation to the scheme abandoned in 1975, which foundered largely on the insistence of BR on the necessity for massive public investment in a new rail route from the tunnel portal to London. At least that lesson has been learned. However, even though the prospect of converting the existing route to London to Berne loading gauge is remote, it would be shortsighted in the extreme to build the single-track tunnel itself and any associated new works to the restricted BR profile in an over-reaction to the protest aroused by the previous scheme. We are sure that once the single-track tunnel is in use, it would prove such a boon to freight shippers and the travelling public that its doubling would follow as a matter of course.

MORE "NAMERS"

FULL MARKS YET AGAIN TO THE PUBLICISTS OF THE London Midland Region of British Railways for taking the plunge and deciding to name the "86/1" and "86/2" classes of a.c. electric locomotive on the West Coast Main Line and Manchester, Liverpool and West Midlands routes (see "Traffic & Traction"). Sparked off by the accepted offer of the North West Branch of the Locomotive Club of Great Britain to pay for the plates of No. 86 101, *Sir William A. Stanier, FRS*, a mixed list of names has been produced, some "Cities" and some revivals of Bolton & Leigh and Liverpool & Manchester names, no doubt in readiness for the forthcoming 150th anniversary of the latter line, while others bring back famous names of the London & North Western Railway. No doubt argument will rage as to the fitness or otherwise of the names chosen, and already the first list has undergone some revision: *City of Preston* had to be changed when it was found that "Proud Preston" was not a city; however, *Preston Guild* is a happy substitute, provided it is displayed more frequently than the Guild itself, held only every twenty years. Perhaps, with 86 101 being named after Sir William Stanier, the other two "86/1"s could take names of more modern designers—how about S. B. Warder, originator of the "86"s, for one?



topics

Single-track Channel Tunnel examined

DISCUSSIONS were held during September between British Railways Board experts and their counterparts from the French SNCF into the possibility of a single-bore tunnel under the Channel. They have been considering the preliminary study into its viability, launched last autumn and representing the first step in the revival of a (previously more ambitious) project which was cancelled unilaterally by the British government in January, 1975.

A "tidal flow" through the tunnel between London and the Continent is envisaged with trains from one direction leaving at fairly close intervals for an hour, followed by a two-hour gap to cater for reversal of the flow. It is estimated that some eight million passengers plus eight million tons of freight a year could be handled in this way. When questions such as the structure gauge to be adopted are resolved, the next step probably would be a formal request to the two governments to review ways in which the tunnel might be financed. Any request for EEC funding (the most likely source) must be made by the French and British governments.

International rail conference in Edinburgh

THE European Passenger Train Timetable and European Passenger Tariff Conferences were held simultaneously in Edinburgh this year. Some 250 delegates, and their wives, travelled to London by train and ship from all over Europe before joining special Inter-City 125 High Speed Trains to Edinburgh for the opening of both meetings by the Secretary of State for Transport, the Rt. Hon. William Rodgers MP, at a joint ceremony on September 20. It is the first time these meetings have been held in Scotland, the only previous British venue being Brighton, in 1949.

East Coast tunnels being enlarged

THREE tunnels on the East Coast Main Line too small for the latest 8 ft. 6 in.-high international-size freight containers are being enlarged, at a cost of £1.6m., by lowering their tracks. Work is being concentrated into three staggered periods. First the 880 yd.-long Stoke Tunnel, five miles south of Grantham, has been tackled in the six weeks up to October 21; then Peascliff, 967 yd. and three miles north of Grantham, from October 23 to December 2; and finally from January 20 for about 12 weeks at Penmanshiel, 267 yd., be-

Opposite: No. 70000, "Britannia", recently restored at Bridgnorth, in revenue-earning service on the Severn Valley Railway during "Enthusiasts Weekend" on September 10. The class "7" Pacific—British Railways first standard steam locomotive, built in 1951—was returning tender-first to Bewdley at the rear of the train of Great Western preserved coaches, having headed them to Foley Park: because of weight restrictions "Britannia" did not venture north of Bewdley

Photo: David Eatwell

tween Berwick and Dunbar, in which a new concrete track foundation will be laid.

Work on the first two stages is being done during weekday nights, causing diversion of sleepers and other main-line passenger trains via Spalding and Lincoln, thus adding around 40 min. to their journeys. During daytime at least one line is being kept open through the tunnel under reconstruction, and delays to most trains should not be more than 15 min. A single line also will remain available in Penmanshiel Tunnel, except during nine weekend periods when services between Newcastle and Edinburgh will be diverted via Carlisle.

High speed bikes

WESTERN REGION of British Railways is now allowing accompanied bicycles to be carried free of charge on "Inter-city 125" High Speed Trains on Saturdays and Sundays only; on other days they are charged at half fare. On Eastern Region, where there is greater choice of locomotive-hauled trains, this concession at weekends will not be made for a few months. British Railways is looking into the possibility of allowing accompanied bicycles to be carried free on weekdays on certain nominated HSTs, but the luggage space on these trains is limited and is mostly taken up on weekdays by parcels traffic. It is intended that the new build of HSTs for the North East/South West route will have additional luggage accommodation.

Smoking on trains

IT is now British Railways policy to increase the proportion of non-smoking accommodation on trains from 50 to 65 per cent. and this has already been implemented on the "312" and "313" electric multiple-unit sets for the Great Northern suburban electrification. BR is also looking into the possibility of the provision of some all-no smoking coaches on "Inter-city 125" High Speed Trains and there are some complete no smoking trailer coaches incorporated into the APT-P sets which are due to start their commissioning trials from Shields Depot, Glasgow, shortly.

Campaigning bodies merge

THE Railway Development Association and the Railway Invigoration Society have merged to form the Railway Development Society. As they have virtually identical aims it has been decided by the members of both bodies that a merger will strengthen the voice of those campaigning for the retention, modernisation and greater usage of rail transport.

Double-track section for R&ER

TO cope with the extra traffic brought by the BR "Cumbrian Coast Express" steam special during the summer peak period on Tuesdays and Wednesdays, the Ravenglass & Eskdale Railway rescheduled its half-hourly service to run to 20-min. intervals, necessitating very punctual running between crossing loops, rapid turn-round for the locomotives and no margin for recovery times. To help speed-up movements whenever such an intensive service is needed again, by equalising the single-track sections on either side of Irton Road, the loop there is to be extended towards Ravenglass as far as Black Bridge, about a quarter of mile, thus giving "Ratty" a section of double track for the first time in its history.

THE North Eastern Railway and its constituents made a number of inroads towards the western districts of northern England during the nineteenth century, in order to provide its East Coast Main Line with further feeder routes, and to generally spread its empire. One such branch (the first two sections of which were opened by independent companies) was from Northallerton to Hawes through picturesque Wensleydale. Westwards from Northallerton lay a farming community which could benefit from a railway link, and consequently a branch was opened to Bedale in 1848, and extended to Leyburn, first for goods traffic in 1855, thence for passengers the following year.

Further still to the west lay the Midland's main line to Carlisle, and this attraction prompted a connection between Leyburn and Hawes (34 miles from Northallerton) completed in 1878, thereby allowing a link between two main routes on the east and west sides of the country. At the western end the branch gained access to the Midland at Hawes Junction, latterly Garsdale, and although the Hawes to Garsdale section was a Midland venture, running powers allowed NER trains to enter Garsdale.

on the agricultural nature of the area to sustain it, it is also true that the very rural aspect of the region caused its part demise. Yet, paradoxically, in the 1970s it is in part the farming community that ensures the line's current revival. In addition to the stone traffic from Redmire to Tees-side, coal, sugar-beet, fuel-oils and general merchandise are handled on the branch in increasing proportions. With the much publicised talk of closures, cut-backs, HSTs and streamlining services, a trip along the 22 mile-long branch from Northallerton to Redmire provides a welcome relief from the nation's gloomy transport problems.

The line is served by conditional freight workings, which, at the time of my visit, provided for two stone trains and one general pick-up each day but, dependent on the availability and quantity of goods, the pick-up runs "as required". Until 1976, a daily train left Tees Yard at Middlesbrough at 11.00 to serve the branch and carried stone and general goods together. During last year, with the opening of ICI works at Redcar, the demand for dust and stone was high, and BR is currently assessing the capacity for the possibility of two "merry-go-round" type trains to serve the quarry at Redmire, in addition to the daily freight.

UP-COUNTRY

**MALCOLM ROUGHLEY VISITS A
REMAINING LNER BRANCH**

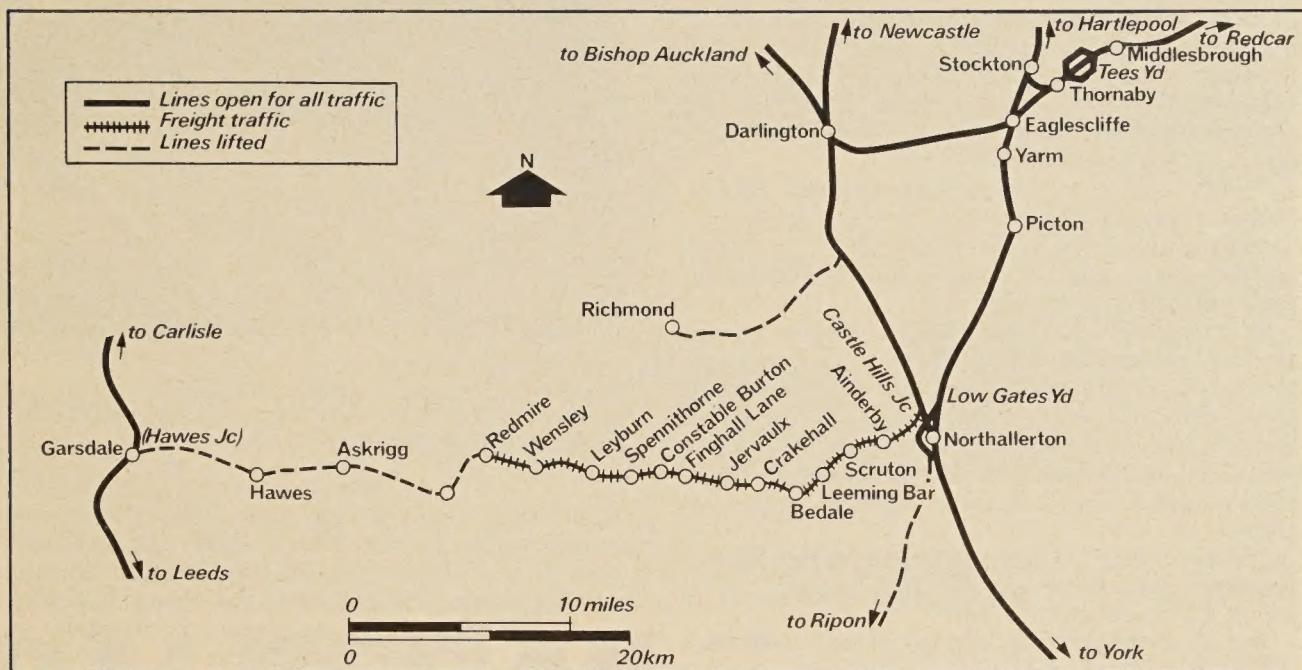
With the advent of the motor vehicle, it was not surprising that, as the years went by, the branch would succumb to road competition. During the early part of the twentieth century, it was an important outlet for both passengers and general freight, and indeed during the last war handled a large amount of military traffic, conveying troops and stores to camps along the route. Proposals for closure to passengers were published in 1953, and despite a vigorous campaign for its retention, services were withdrawn in April 1954 between Northallerton and Hawes. However, the western section of the branch enjoyed the passage of one passenger train a day between Hawes and Garsdale until it, too, was withdrawn in 1959. Goods traffic ceased over this part at the same time, although freight trains operated into Hawes from Northallerton until the section west of Redmire was closed in 1964 and lifted a short time after.

While it is true to say that the line depended



Hauled by No. 47 334, a light two-wagon train arrives at Leyburn from Redmire on May 23, 1977

Photo: Graham F. Roose



Northallerton, Middlesbrough and Garsdale in 1977

It was with great expectation that I awaited the arrival of the 09.00 Tees Yard–Leyburn pick-up at the north end of the up platform at Northallerton. It was here that I was to meet Inspector George Finlay, of Newcastle Division, for a footplate journey on the branch. Much of the character of the station at Northallerton has gone, save one redeeming feature: in the general waiting-room blazed a real coal fire, well tended and cared for—a sight that I had not seen for years on the railway and which seemed to indicate a fragment of the past here in the present.

A class "47" trundled into the platform hauling four petrol tankers and a brake, paused for a moment while I clambered aboard, and idled impatiently to await departure. The train had travelled down the Picton section from Eaglescliffe, a route now seldom used by passenger services, and after a statutory halt at the up platform propelled the vehicles back across the East Coast Main Line, on to the down and thence along to Castle Hills Junction where we ran forward onto the branch proper.

We rumbled sedately along the single track, passing the flat green farmlands of North Yorkshire until we arrived at Ainderby. Here we took the first tablet for the section to Leeming Bar some three miles away. The section from Northallerton to Ainderby is controlled by the main box at Northallerton Station. Although the branch maximum speed is 45 m.p.h. the actual speed was around 25 because of the many crossings, both automatic and un-guarded, which abound. Changing tokens at Leeming Bar, the train proceeded to Bedale, the first of the three operational stations on the line.

Built on a curve, the station and surrounds at Bedale remain as an almost perfect example

of branch-line Britain. The flower-beds on the platform, the manually-operated crossing gates by the neat signalbox and the tower of the parish church overlooking the route, all combine to give a scene of near perfection, ruined only by the amount of heavy traffic snarling impatiently at the road gates while we concentrated on shunting manoeuvres. Some twenty yards through the level-crossing is a short spur to a farm and agricultural suppliers depot to which we had brought the fuel. A smart shunt and set-back into the platform allowed the frustrated motorists to continue. The spacious goods yard has two long roads to serve it and at the end of one reposed a small petrol-driven Wickham trolley which indicated the presence of a permanent-way gang.

As we continued leisurely through the halts of Crakehall, Jervaulx and Finghall Lane (what names), I remarked on the variety of wild life to be seen in the area, especially in the "four-foot". Hares, pheasants, grouse, sheep and even a cat viewed our intrusion into their domain with some distaste as they scuttled and leapt out of the way. My delight at the sights of nature were tinged with sadness on the return run, when rounding a curve near Crakehall, the 100-ton locomotive crushed a tiny lamb, which had strayed onto the track, and Bill Catchpole, the line's elder statesman, carried its body to the nearby farmhouse.

Leyburn, a small town nestling in the foothills of the greystone scarps of the Yorkshire dales, is a fully signalled block post like Bedale, and boasts a long loop, a well-appointed staff rest-room on the station, a coal-yard and a number of sidings. The interior of the signalbox is spotless and every metal and wooden object is scrupulously polished, giving a warm and homely atmosphere, accentuated by the reclining form of the signalman's sheep dog

in front of the stove, and the quiet is punctuated by the soft tick of an LNER clock on the wall. Leyburn deals with coal for the most part, sugar-beet during the season and general merchandise is sometimes delivered and collected.

"Well, that's it," remarked George Finlay, "Lovely line eh?"

"What about Redmire?," says I.

"Pick-up doesn't go up line. Some trains, aye, but not us."

It transpired that there was a dispute at the Redcar plant concerning the loading arrangements there and, in consequence, stone traffic from Redmire had been postponed until the dispute had been resolved, although the quarry was still in operation, and the output being stocked-piled until normal services were resumed.

"Don't worry," said Inspector George Finlay, drawing himself up to his full height, "We'll go on a line inspection tour."

We accordingly took the token and keys with which to unlock the gates at Wensley Station and, running "light engine", we ground the accumulated rust from the remaining five miles of track to Redmire quarry. The yard here is awkwardly situated, and wagons are partly shunted by gravity and locomotive. The three holding sidings are fairly short and accommodation for a lot of wagons is impossible, hence the intention of the possibility of two trains per day when operations resumed in the future. During the time that I was wandering around the siding area, I was struck by the strangeness of the sight of a large "47", vibrating noisily, on the elevated part of the track opposite the yard, with the gaunt features of the Yorkshire hills, providing a truly rural back-cloth. I persuaded the crew to pose in period style in front of the locomotive while I captured the immortality of the scene on film.

On arriving back at Leyburn, we partook of a railway meal-break in the signal cabin, picked up a couple of empty coal wagons and departed up the branch, leaving the home starter clanging

Thornaby-based No. 47 291 leans to the curve as it approaches Bedale on its way to Redmire with a rake of 50-ton stone wagons at 07.15 on June 14, 1978

Photo: Brian Redhead

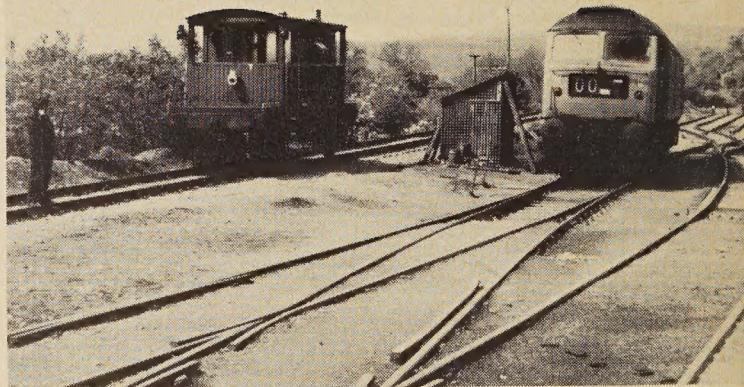


Photo: Malcolm Roughley

The end of the line. No. 47 287 runs round the brake van at Redmire on June 8, 1977. In the background are the reception sidings of the stone plant

back into position to signal the passing of another day in the life of this extraordinary line. It seemed incongruous that, while housing developments are springing up along Wensleydale and road traffic increasing in intensity in the area, the branch seems to be enjoying a potential revival based on freight. What price an experimental d.m.u. service to Bedale or Leyburn from Darlington or Northallerton, or even summer excursion traffic into this popular tourist area? There are certainly plenty of passing places, including a double-track section from Leeming Bar to Bedale, which would seem to indicate the operational viability of a service. Whether or not the local population would support such a venture, as they failed to in the past, is another question.

Arriving at Northallerton, we waited for fifteen minutes at the head of the branch, while the "Flying Scotsman" roared northwards in charge of a "55", and then we were given a road to set back into the station platform to collect a parcel for Picton box. Moving quickly forward onto the Middlesbrough line, we ran on to Low Gates Yard, to collect a crippled hopper for return to Tees Yard. The hot-box (for such was the nature of the wagon's complaint) began to smoke gaily as we crossed Yarm viaduct, and we were obliged to halt at Eaglescliffe for the obligatory inspection.

The little train ran on to the giant complex of Tees Yard near Thornaby, and we seemed dwarfed by the expanse of this huge network of sidings, yards, reception lines, flyovers and humps. In the space of one hour I had been brought from one extreme to the other: from the delights of rural Yorkshire to the industrial morass of Middlesbrough. For four hours I had however savoured the character of a once typical branch line, still extant and but a little changed. As I said goodbye to Inspector George Finlay, I mused on the fact that he had seen the railways as they once were in his time and I envied him.

I should like to thank Mr. S. Paxman, of the PR Department at York, whose kind attentions made the trip possible, and to all the BR staff that I met on the branch.



"DALESRAIL" EXCURSION

BRIAN REDHEAD TAKES A DAY TRIP THROUGH WENSLEYDALE

IT could not match the silent speed and comfort of an "Inter-City 125", which probably was streaking along the East Coast Main Line just as our driver was receiving the tablet allowing him to enter the single-line section, but the sight and sound of an eight-car diesel multiple unit clattering earnestly along the remaining 22 miles of the Wensleydale branch in North Yorkshire gladdened the heart of the rail enthusiast as well as the day tripper. It was, after all, 24 years since car and bus competition brought the death of passenger services between Northallerton, Leyburn and Hawes. However, it is ironic that those very buses cannot now survive without generous County Council subsidies!

The date was Saturday, June 17, a day which began with overcast skies and ended with warm sun. The Yorkshire Dales National Park Committee was running its second "Dalesrail" excursion, a return trip between Redmire and York, as part of its plan to rejuvenate disused lines.

Although a party of ramblers had made a Sunday trip along the branch in May 1976, it was not until September 17, 1977, that the "Dalesrail" idea took hold. On that day the Park Committee, which already was operating a weekend service along the Settle-Carlisle route between April and October, organised a day

"Dalesrail" excursion of June 17, 1978, approaching Bedale on its outward journey to York; the driver handing the tablet to the signalman on emerging from the single-line section

Photo: Brian Redhead

trip from Redmire to Durham and Newcastle. The National Bus Company carried passengers from remote Dales villages to Redmire and Leyburn stations. Response was so great, with 305 Dales people applying for the 330 tickets printed at £2 each, that an extra carriage had to be attached.

This year's excursion followed the same pattern, travellers from York disembarking at Redmire and the train returning with about 200 trippers for York. The eight cars represented Derby Works, Metropolitan-Cammell and Birmingham RCW stock built between 1956 and 1958. All were in pleasing white livery with blue cheat lines except for the all-blue E50547, a Birmingham RCW motor composite which spoiled the picture by being right in the middle of the rake. The train was manned by Leeds men who, because they were unfamiliar with the route, needed a local conductor along the winding Wensleydale run.

A glance at the Ordnance Survey map for the area, and the map accompanying the preceding article, will show how many local lines have disappeared under the economic pruning knife: Darlington to Richmond; Darlington to Barnard Castle and Middleton-in-Teesdale; Northallerton to Ripon and beyond; Ripon to Masham. The Wensleydale branch, which owes its existence to the ambition of George Hudson in the 1840s, is the solitary survivor, kept open by daily limestone shipments from Redmire to Teesside.

The line between Redmire and Hawes, the scene of heroic efforts by railway staff to reach



Photo: Brian Redhead collection

Class "K1" 2-6-0 No. 62044 cuts through deep snow between Leyburn and Hawes in January 1962, when this section of the branch was re-opened to reach isolated farms and villages during the severe storms

isolated farms and houses during the severe snowstorms of 1961-62, was lifted in 1964. The remaining run from Redmire to Northallerton, however, is splendidly scenic, giving way from dry stone walls and tree-dotted slopes in its highest reaches to flatter farmland around Bedale and Northallerton. There is a variety of surviving North Eastern Railway architecture and lineside iron-mongery, ranging from station houses, signalboxes and gatehouses to semaphore signals and those archaic notices in which C. N. Wilkinson, NER Secretary from 1871 to 1903, sternly warned trespassers that they were liable to a penalty of forty shillings. The photographer with his own transport will find many vantage points for pictures of the daily limestone train with its Brush class "47".

Redmire Station lies in the majestic shadow of Castle Bolton. Here, because the signalling has been progressively reduced, the guard of the limestone train must ring Wensley for the all-clear to proceed. From Leyburn, which in general layout seems untouched by the line's economic misfortunes, we rolled past Harmby and the ruinous remains of Constable Burton Station, which is often missed by the traveller because it lies a mile from the village, hidden among trees on a tortuous minor road.

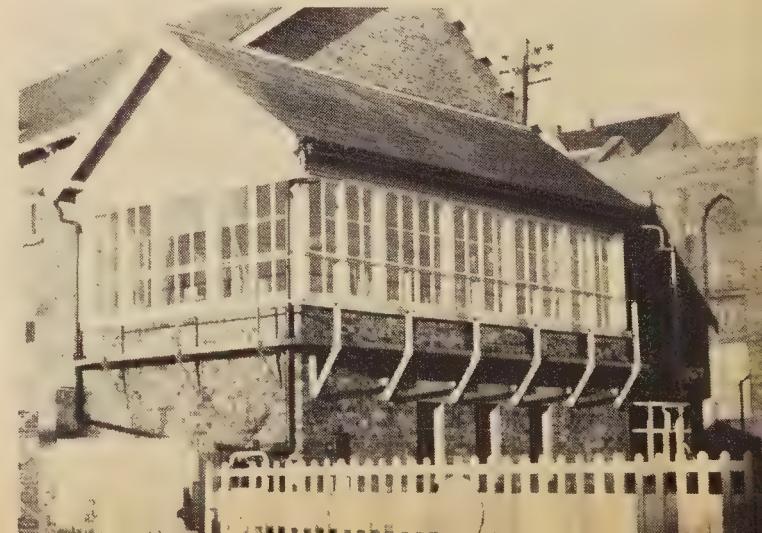
Old-timers will tell you how the Constable Burton Station telegraph was once used to transmit bets on horses, and how horse-drawn farm carts brought thousands of tons of grain for shipment. On, then, to tidy Finghall Lane, at the top of a formidable gradient leading from the Bedale-Leyburn road, and past the indistinguishable remnants of Jervaulx (Newton-le-Willows) Station. Crakehall, where the house is occupied by the Bedale signalman, was our

next view, and then we were rattling through Bedale Woods into Bedale Station. This is one of the best kept on the line, boasting a fine station house, with borders of annual flowers brightening the silent platforms. Here, in December 1901, Fletcher "1000" class 0-4-4 "Bogie Tank Passenger" (BTP) engine No. 465 fell on its side after Bedale Beck undermined a section of the line. The fireman was trapped and killed.

More passengers were collected here (although the eight-car train was several yards too long for the platform) and we entered the two-mile double-track section to Leeming Bar, in some places passing over rail chairs dating back to

The imposing NER signalbox at Leeming Bar. The gates at this and other boxes on the Wensleydale branch are now worked by hand, the control wheels in the boxes having been removed

Photo: Brian Redhead



1898. I kept a special watch for Aiskew Crossing, where my signalman father once showed me an NER track diagram published in 1908 (I believe it still hangs above the lever frame), and where the rails are set at a queer angle to the road track, posing a hazard for unwary cyclists.

For years the tiny signalbox at Aiskew Crossing was lit only by one paraffin lamp, and the box was permanently filled with the oil fumes. The square stove with its tall chimney going through the roof remains, but in the last three years successive signalmen have gained the comforts of hot water and electric light.

The tablet was collected again at Leeming Bar for the single-line journey to Northallerton, past the barrier crossings at Ham Hall and Yafforth, over the Swale at Morton, past the modernised railway house at Ainderby and on to Castle Hills Junction, Northallerton, where the branch joins the main line. There is an obstacle here to anyone planning a steam special along the branch. The only way to leave the branch is on a track running northwards, the corresponding line to the south having been removed. Any steam engine heading southwards off the branch would have to run to Darlington, turn and come back for its train. Even a d.m.u. is delayed while the crew transfers from one end to the other!



Photo: Brian Redhead

"Dailsrail" excursion of June 17 passing Aiskew Crossing, near Bedale, on its way to Redmire. The destination blind, reading "Scarborough", had obviously not been changed since the set's previous working

Our train for home was waiting on Platform 16 at York at 17.00, when the more observant could see No. 55 013, *The Black Watch*, one of the "Deltics" displaced by "Inter-City 125" HSTs on the East Coast route, leaving with an excursion for Kings Cross. That gave me a splendid idea for a day trip—a "Deltic" on the Wensleydale branch: But route availability would probably be a snag...

I have lived near the branch for 26 years, but came to know it intimately only in May 1970, when I travelled in the cab of class "37" No. 6776 (now 37 076) on its run from

Northallerton to Redmire. This class seems to have relinquished the task in favour of Thornaby-based class "47"s, although a "37" does re-appear occasionally, while in 1973 I noted a named "40". Recent visitors have included 47 291, 47 363 and a spruced-up class "47" from York in charge of the Royal Train, which rested at Bedale during Prince Charles's visit to the North-East. In 1976 new 50-ton wagons were introduced to meet expected demand for more limestone from the new Redcar ICI plant. Limestone trains enter and leave the branch by reversing on the main line at Northallerton, reaching Teesside via Eaglescliffe.

In 1956, two years after passenger services ended with a flourish of black mourning crepe tied to carriage handles, H. W. Parris (in the *Journal of Transport History*) produced a closely reasoned economic argument against opening the Wensleydale branch in the first place. With buses to Leyburn now drastically curtailed (there is no Sunday service) it remains to be seen whether, given reasonable fares and prudent management, the line could make money if regular passenger services were re-introduced by British Railways. The Yorkshire Dales National Park Committee has already been commended by the British Tourist Authority for its enterprise in re-invigorating the branch. The spirit even infected British Railways, which ran another excursion from York to Redmire and back on September 16. Could this be the start of something bigger?

NEXT MONTH...

Cover of *The Railway Magazine* for December features a preserved Malaysian Railways Pacific, while locomotives of British, German and Swedish origin at work on the Nene Valley Railway, near Peterborough, will be shown in the colour centre pages.

Four articles scheduled for this issue are:

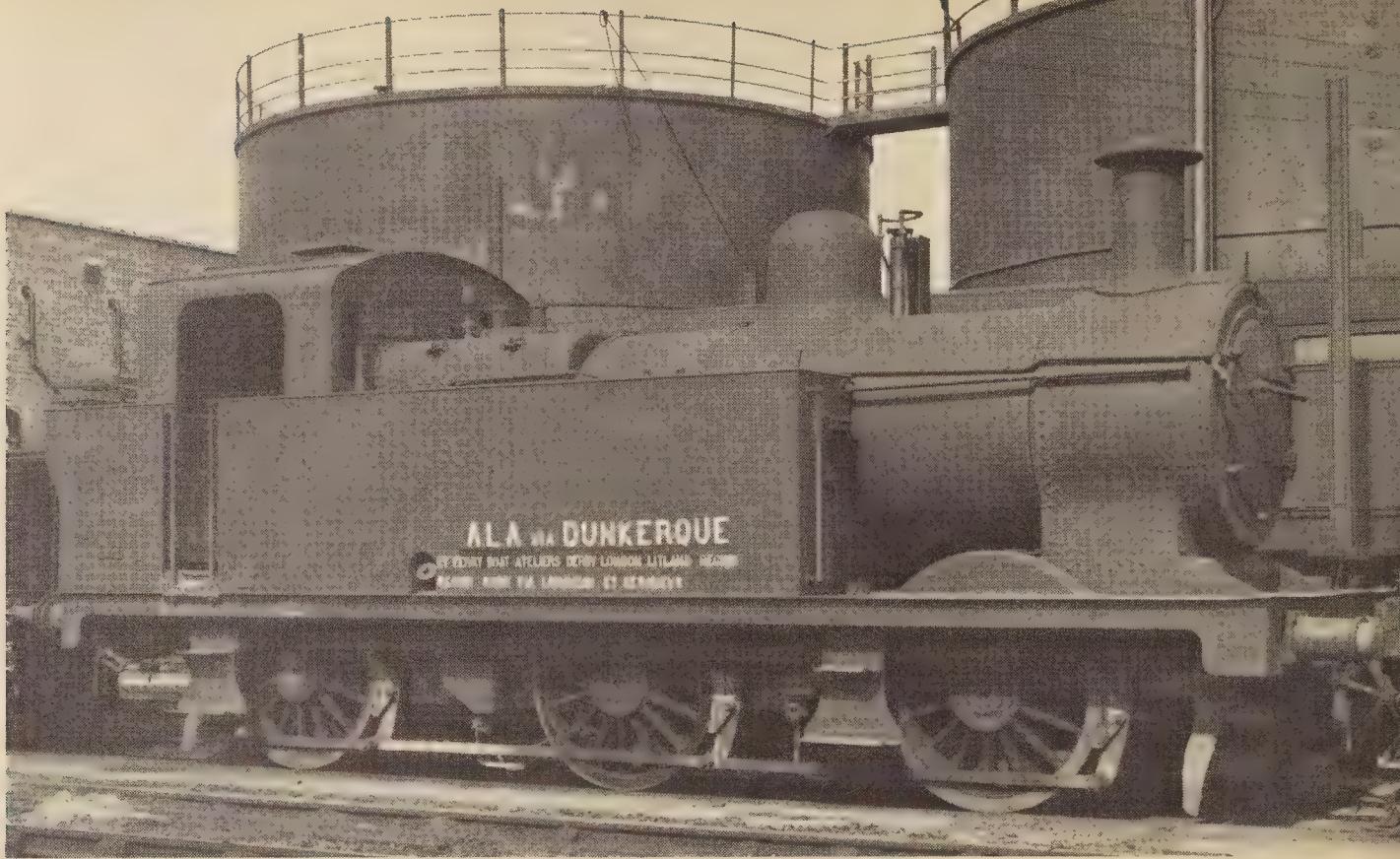
"Flying Scotsman": O. S. Nock covers the East Coast Main Line from the cab of this famous train, now an "Inter-City 125", in his "Locomotive Practice and Performance" article.

"Fury" on Trial: C. P. Atkins recalls that the fatal run of this experimental LMS high-pressure locomotive was far from being its last.

Around the Pyrenees: J. G. Greenall explores the Franco-Spanish frontier by rail.

Last Railway in County Donegal: Hugh Dougherty finds a narrow-gauge survivor in North-West Ireland.

plus "Panorama" illustrations, other feature articles, letters, queries and notes.



LMS ENGINES AT WAR

GEORGE TOMS REVIEWS WARTIME SERVICE OF LOCOMOTIVES OF THE LONDON, MIDLAND & SCOTTISH RAILWAY

BEFORE the outbreak of the second world war it was obvious that large numbers of locomotives would be required to help support the armed forces in their campaigns against Germany. As the strategy of the British and French armies was thought to be more or less the same as that of 1914-18, whereby static warfare would become the rule, the locomotive requirements were considered similar but more up-to-date. So heavy freight locomotives were a priority for movement of troops, ammunition, stores and equipment, while for lighter duties small goods and shunting locomotives were also needed.

When war was declared, in 1939, the LMS Stanier "8F" 2-8-0, in preference to the earlier Great Central Robinson 2-8-0, was selected as a War Department standard for heavy duties, the Great Western Dean Goods 0-6-0 for secondary goods, and the LMS 350-h.p. 0-6-0 diesel shunters and Fowler 0-6-0 tanks for

Photo: British Railways

Bearing SNCF No. 030TWO44, ex-LMS Fowler 0-6-0 tank No. 7660 waits at Cricklewood on August 24, 1948, en route to Derby Works. Sent to France in March 1940 as WD11, it survived hostilities to return as BR No. 47660 in October 1948. Before shipment from France via the Dunkirk train ferry it had been in store at Savenay since 1947.

shunting operations. No "8F"s actually went to France, as the first one of WD orders, numbered 300, was delivered from North British Locomotive Company after the Dunkirk evacuation, too late for service there. During late 1939, 17 steam and eight diesel locomotives were selected by the LMS for WD service and most were prepared, but not all despatched, as shown in Tables I-III.

I have no information on the allocations of locomotives in France, but all were left behind during the swift advance of the German army. Some were used by the enemy during the occupation of France, others were blown-up by the retreating British forces to prevent such further use. Of the diesels, only No. 7069 seems to have survived hostilities, later being used by the French army until the mid-1950s and thereafter by a minor French railway near Le Mans until 1973.

Some of the 0-6-0 tanks fared better; Nos. 7589, 7607/11/59/60 were located and returned home during 1948. After overhaul at Derby works they received their original numbers plus 40000, as by this time British Railways was in its infancy. While in France the SNCF had used them and numbered them 030 TWO 27/43/42/26/44 respectively. Their overseas duties over, they resumed working on the former LMS none the worse for their exploits.

Meanwhile, for home use, LMS diesels were transferred to depots and military establishments

TABLE I. LMS 0-6-0 TANKS SENT TO FRANCE, 1940

LMS No.	WD No.	To France	LMS No.	WD No.	To France
7589	14	3/40	7660	11	3/40
7607	10	3/40	7613	8	3/40
7611	9	3/40	7617	15	3/40
7659	12	3/40	7663	13	3/40

TABLE II. LMS 0-6-0 TANKS ALLOCATED BUT NOT SENT TO FRANCE

7587 Prepared as WD No. 8	7629 Intended to be WD 22
7683 Intended to be WD 19	7620 " 23
7631 " 20	7623 " 24
7643 " 21	

Nos. 7591 and 7609 were selected but not prepared

TABLE III. LMS 0-6-0 DIESEL-ELECTRIC SHUNTERS SENT TO FRANCE, 1939/40

LMS No.	WD No.	To France	LMS No.	WD No.	To France
7069	18	5/40	7073	4	1/40
7070	3	3/40	7075	5	1/40
7071	16	5/40	7077	6	12/39
7072	17	5/40	7078	7	1/40

from an early part of the war onwards; some were on loan or temporarily allocated and the remainder were in permanent WD stock. Table IV indicates which locomotives were involved. All except 7050 were of the 0-6-0 wheel arrangement and all carried WD numbers.

TABLE IV. LMS 0-6-0 DIESEL-ELECTRIC SHUNTERS ALLOCATED TO WD HOME DEPOTS

LMS No.	WD Nos. (*Temporary)
7050 Drewry (0-4-0)	25* Later 224/846/240
7051 Hunslet	27*
7052 Hunslet	24*
7053 Hunslet	23*
7054 Hunslet	26*
7057 Harland & Wolff	233 Later to NCC, Northern Ireland
7062 Armstrong Whitworth	215 Later 882
7063 Armstrong Whitworth	216 Later 883
7110 Derby	59* Later BR 12023
7111 Derby	60* " 12024
7112 Derby	61* " 12025
7113 Derby	62* " 12026
7114 Derby	63* " 12027
7115 Derby	64* " 12028

Most of these locomotives finally found themselves on private railway systems or in industrial use. All the four Hunslet diesels were returned to the maker's works for modifications after the war, 7053 being retrained as the works shunter until it was broken-up in 1954. The Royal Navy in Cumberland seemed particularly attached to

7052 for a number of years, before it was withdrawn from service in 1966.

The 0-4-0 Drewry, 7050, still survives at Hessay, North Yorkshire and 7054 has been scrapped after many years use by the NCB at Hickleton Colliery near Doncaster. No. 7051 is on the Middleton Railway, Leeds, and now carries the name *John Alcock*. Armstrong Whitworth 7063 was scrapped in 1966 after service at numerous army depots. No. 7062 was sent to Germany for service with the BAOR during the mid 1950s; after disposal in 1959 it was used there privately until fairly recently, when it was offered for sale as scrap.

Perhaps the LMS diesels were more noted at home for their duties on the Martin Mill Military Railway, near Dover. Here they had the hazard of German attentions from across the English Channel in the form of raiding aircraft and cross-Channel guns. Part of their duties was connected with the support of similar guns in their area. Locomotives came and went at frequent intervals as Derby Works, which was by now the diesel maintenance centre, stood responsible for maintaining the strength of the railways' allocation. At one time or another 7059/61/2/3/4/7 were there. Elsewhere at home there was a constant reallocation from WD depot to depot of some LMS diesels throughout their working lives. Postings included Bicester, Melbourne, Cairn Ryan, Long Marston, Longmoor and Rugby.

The Middle East became the next area overseas where the conflict was to spread, in 1940, when Mussolini's Italian forces set their aim on Egypt. When the campaign faltered, German forces became involved during 1941 and military build-ups on both Axis and Allied sides resulted in increased support activities. The British Eighth Army in Egypt was supported by depots in the Suez Canal Zone and fed by the coastal railway to the El Alamein area. Later on, the Canal Zone became the centre of railway activity for most of the Middle East. A collection of locomotives from various sources plied up and down the Suez Canal line. Among these were some ex-LMS diesels: they mainly

Still in War Department green livery after private use since 1959, 0-6-0 diesel No. WD882 stands at Hamm, West Germany, in October 1972. Built by Armstrong-Whitworth in 1935 as LMS No. 7062, it first became WD70215, then 882, but it was not sent to Germany until 1957

Photo: J. D. P. Poyntz



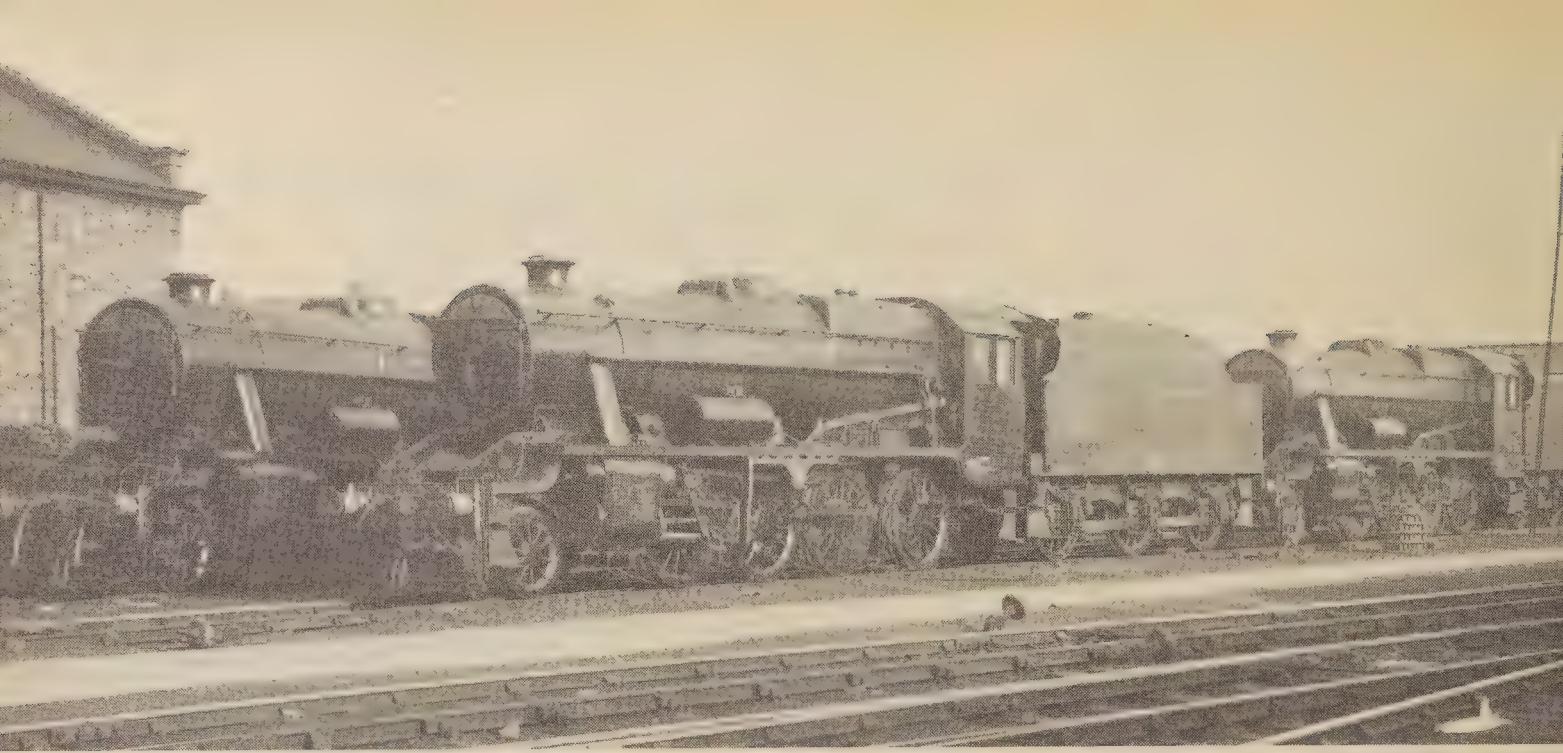


Photo: British Railways

Class "8F" 2-8-0s at Crewe in 1941, before despatch to Iran. In the foreground is WD613 (formerly LMS No. 8059) which became Egyptian State Railways No. 840 in 1956. All had been fitted with Westinghouse air brakes and oil-burning equipment

worked on short runs or shunting duties but were a familiar sight from 1941 onwards. Locomotives initially allocated to this area were as listed in Table V.

TABLE V. LMS 0-6-0 DIESEL-ELECTRIC SHUNTERS ALLOCATED TO CANAL ZONE, EGYPT

LMS No.	WD No.	WD (MEF) No.	Later WD Nos.	ER Nos.
7060		19 (P2/41)		
7065		20 (P2/41)	70020 880	4022
7066		21 (P2/41)		
7068		22 (P2/41)	70022 881	4021
7100	49(P11/41)	11 (P12/42)	70049 870	4018
7101	50(P11/41)	12 (P12/42)	70050 871	4020
7102	51(P11/41)	17 (P12/42)	70051 872	4019
7103	52(P11/41)	13 (P12/42)	70052	
7104	53(P11/41)	14 (P12/42)	70053 873	4016
7105	54(P11/41)	18 (P12/42)	70054	
7107	56(P12/41)	16 (P12/42)	70056 874	4017
7108	57(P12/41)	15 (P12/42)	70057 875	4023

Later on, as the war developed, 7103/5 were transferred to Tunisia in 1943 and subsequently Italy, where they were joined by 7106/9 (70055/8), from Egypt. Those four still survive, as FS 700.001–4 respectively, at Savona in Northern Italy. The remainder were taken into Egyptian Railways stock after the Suez crisis of 1956, with the possible exception of 7060 and 7066. As these two were officially stored at Suez 1945/6 possibly in a state of disrepair, it is most likely that they were dismantled to provide a source of spare parts for the other locomotives. Most of those taken into Egyptian stock probably survived well into the 1960s, but one still remains in service today, LMS 7108, built at Derby in 1941.

The remainder of the LMS diesels were involved in the events following "D-Day" in 1944, when Allied forces began liberating

Europe and the following locomotives were sent out: LMS Nos. 7059/61/4/7, which became WD 70213/4/7/8 respectively. These four were sold to the Belgian railways after the war, in 1946, and became SNCB 230.001–4 respectively, the last one surviving until 1966. Mention must be made of the batch of diesel shunters which were built at Derby in 1944/5. They were not LMS stock, but from the outset part of a WD order and numbered WD 260–73. Most of these also went to Europe and most were sold to the Netherlands railways in 1946, but at least one of those which remained in Britain is still at work at Bicester. One, WD 273, also survived in Denmark as DSB No. 6 until late 1974.

All other LMS locomotives which were transferred to WD stock were Stanier "8F" 2-8-0s. Though there were quite a number of WD "8F"s in LMS stock at some time or another, it must be stressed that they were on loan and therefore not in permanent stock. This was because after the fall of France there was no immediate overseas requirement for WD locomotives and they were drafted *ex-works* to the home railways, until released for overseas service when the war spread to the Middle East and Russia. As it turned out there were insufficient locomotives for the route to Russia through Persia and both the LNER and LMS were called on to supply locomotives for Persia to supplement the existing WD locomotives. The LNER supplied Robinson 2-8-0s, which were diverted to Egypt instead, and the LMS allocated 51 "8F" 2-8-0s from its existing stock. Of these 51, eight remained in Britain, and went back to the LMS in 1943, and four were lost at sea during the long and hazardous journey from Britain, but the remainder arrived safely in Persia during December 1941 and early 1942.

Prior to shipment they were overhauled at Crewe and Swindon works, converted to oil-burning and made generally standard to WD requirements as far as possible, and on arrival at Ahwaz were almost immediately put into

traffic bearing 41.xxx series numbers in accordance with Persian practice. Royal Engineers of 190 Company operated the "8F"s for the first 13 months and then handed over operation to United States forces commencing January 1943.

The "8F"s were required to haul war material destined for Russia in an attempt to help the Russian forces stem the German onslaught which had been in operation since mid-1941. Loads were mainly vital raw materials, tanks, military vehicles and aircraft; and in the opposite direction evacuation of Polish subjects from northern Persia was one of the requirements undertaken. The trans-Persian railway was mainly single track with numerous passing loops, had many tunnels and severe gradients, and taxed the whole operation to the utmost. The line went through some of the hottest areas of the world, starting at the southern ports of Bandar Shahpur and Korramshahr to Teheran, where it divided east and west of the Caspian Sea to the Russian border.

United States control of the line brought American Whitcomb diesels into service and by 1944 some "8F"s had been transferred from Persia for further WD service in Palestine, Italy and Egypt. A residue was left in Persia after the war, becoming Persian property, surviving officially until 1957.

Those transferred to Italy were eventually absorbed into FS stock and some of the ones in Palestine and Egypt were also absorbed, into the stock of their railways. Of the remainder left in WD stock in the Canal Zone, ex-LMS "8F"s returned to Great Britain on two occasions, in 1949 and 1952, for British Railways and home WD service respectively. By mid-1952, therefore, of the eleven WD "8F" locomotives at Suez five were of LMS origin. Four of these passed into Egyptian Railways stock in 1956; the fifth was withdrawn before then, after being blown-up by terrorists in 1952.

Originally LMS "8F" 2-8-0 No. 8021, this engine was sent to Iran as WD575 in 1942. On the Iranian Railways it became 41.152, was sent to Egypt later in the war and is here in a semi-derelict condition at Suez in 1951 or '52 as No. 70575. It was shipped to Britain in 1952, repaired and put to work on the Cairn Ryan Military Railway as WD511, being cut-up there in 1959

Photo: British Railways

Of the BR returnees, all survived until the mid-1960s and of the two returned during 1952 one was sold to BR in 1957, becoming No. 48775 (ex-LMS 8025). The other was cut up in 1959, after use on the Cairn Ryan Military Railway in Scotland.

TABLE VI. LMS "8F" 2-8-0s
REQUISITIONED FOR USE IN PERSIA, 1941

LMS No.	WD No.	Iran No.	Later details
8012	577	41.170	Returned to GB 1948 as 48012
8013	578	41.169	Remained in Persia as 41.169
8014	590	41.232	
8015	576}	41.153 (41.151)	Transferred to Egyptian Railways 1956 as 839 (ex-WD 514)
8016	591	41.229	Returned to GB 1948 as 48016
8018	582	41.163	" " " as 48018
8019	574	41.175	Blown-up January 1952 in Suez Canal Zone (WD 510)
8020	579	41.168	Returned to GB 1948 as 48020
8021	575	41.152	Scrapped in Scotland 1959 as WD 511
8022	580	41.154	Remained in Persia as 41.154
8023	587	41.188	" " " as 41.188
8024	603		Returned to LMS 1943 as 8024
8025	583	41.184	Became BR 48775 in 1957 (ex-WD 512)
8028	592	41.191	Remained in Persia as 41.191
8030	581	41.173	" " " as 41.173
8031	584	41.218	" " " as 41.216
8032	585	41.162	Sold to Italian Rys as 737.009
8034	593	41.199	Transferred to Egyptian Rys as 838 (ex-WD 513)
8038	594	41.182	Sold to Italian Rys as 737.011
8039	588	41.187	Returned to GB 1948 as 48039
8040	595	41.192	Sold to Italian Rys as 737.012
8041	572	41.176	Sold to Israel Rys as 70572
8042	596	41.207	" " " as 70596
8043	597	41.193	Remained in Persia as 41.193
8044	598	41.196	Sold to Italian Rys as 737.013
8045	573	41.178	Returned to GB 1948 as 48045
8046	599	41.197	" " " as 48046
8047	586	41.161	Sold to Israel Rys as 70586
8048	600	41.183	Remained in Persia as 41.183
8049	610	41.209	" " " as 41.209
8051	607	41.206	Transferred to Egyptian Rys as 833 (ex-WD 502)
8052	601	41.194	Remained in Persia as 41.194
8058	612	41.195	Sold to Italian Rys as 737.015
8059	613	41.205	Transferred to Egyptian Rys as 840 (ex-WD 515)
8061	614	41.200	Returned to GB 1948 as 48061
8066	608		Lost at sea en route for Iran 1942
8068	622		" " "
8069	615		Returned to LMS 1943 "
8071	617		Lost at sea en route for Iran 1942
8072	609	41.198	Sold to Italian Rys as 737.014
8077	611	41.208	Returned to GB 1948 as 48077
8078	616		Returned to LMS 1943 as 8078
8079	602		" " " as 8079
8080	604		" " " as 8080
8085	618		" " " as 8085
8086	605	41.231	Sold to Israel Rys as 70605
8087	619		Lost at sea en route to Iran 1942
8088	620		Returned to LMS 1943 as 8088
8091	589	41.185	Sold to Italian Rys as 737.010
8093	621		Returned to LMS 1943 as 8093
8094	606		Returned to GB as 48094

There are now no LMS WD "8F"s left in normal service anywhere, as withdrawals took place during the 1950s and 1960s due to widespread dieselisation. Nevertheless, it is a tribute to the LMS that its locomotives served so well in extreme conditions and that they were well liked by their subsequent owners. Indeed, in Israel the "8F"s were designated "Class LMS".





NAIROBI - STEAM SAFARI

**HUGH BALLANTYNE EXPLORES
STEAM IN EAST AFRICA**

IN July 1969 *The Railway Magazine* organised a party led by your editor which made a most successful visit to Kenya and Uganda for a tour of the East African Railways. In 1977 the railway administration was split between the three operating countries, because of political differences and the break-up of the East African economic community. However, nine years after *The Railway Magazine* visit it is a remarkable fact that the steam fleet operating on the Kenya Railways section has been only slightly reduced despite numerous threats of diesel replacements and the delivery of twenty Henschel B-B units last year.

The only classes which have been completely withdrawn since 1969 in Kenya are eighteen "58" class 4-8-4 + 4-8-4 Garratts, nine "55" class 4-8-2 + 2-8-4 Garratts, six small "11" class 2-6-2 tanks and the last "57" class 4-8-4 + 4-8-4 Garratt which is now preserved in the new Nairobi Railway Museum. On the Tanzanian section of the former EAR system some of the classes which have worked exclusively in that country are thought to be reduced, notably the "21" class named 4-8-2s and "25" and "26" class 2-8-2s in the face of dieselisation. Finally, in Uganda, the only class completely withdrawn has been the "23" class 4-8-0, one of which, 2302, has been restored in its Tanganyika

Class "59" 4-8-2 + 2-8-4 Garratt No. 5934, "Menengai Crater", here outside Nairobi Shed on December 24, 1977, was the last of its class to receive a scheduled general overhaul in Nairobi Works

Railway red livery and numbered 301 (its old TR number) and is now on display in the Nairobi Museum.

So far as Kenya Railways is concerned Nairobi has the largest shed on the system with fifty operational engines, comprising members of each of the seven classes active in Kenya allocated to and working from it. As Nairobi is the capital city of Kenya it is also the focal point of the former Kenya & Uganda section, receiving the bulk of all the country's imports over the main line from Mombasa, 330 miles down on the coast. This substantial traffic is either dispersed at Nairobi or shunted and remarshalled in the extensive yards for continuation up country on the main line to Nakuru, Eldoret and Kampala in Uganda, or from Nakuru along the original line of the Uganda Railway to Kisumu on the eastern shore of Lake Victoria. Lastly there is a branch running 146 miles northwards from Nairobi, passing several important towns *en route*, to Nanyuki in the foothills of Mount Kenya, the second highest mountain on the African continent.

Steam works on both sections of the main line radiating from Nairobi although the section north-westwards to Gilgil has now only one



CENTRE

regular steam-hauled goods train each way per day. Even so, this is well worthy of observation as it runs during daylight hours and traverses spectacular country, especially where the line climbs out of the Rift Valley between Kijabe and Uplands and also in the high green country between Maguga and Limuru. However, pride of place must go to the Mombasa-Nairobi line over which the massive "59" or "Mountain" class 4-8-2+2-8-4 Garratts still haul many of the goods trains. Most of the 34 engines built by Beyer Peacock in 1955 are still hard at work although the first two, withdrawn in 1976, 5901, *Mount Kenya*, and 5923, *Mount Longonot*, are

No. 3020, "Nyaturu", here approaching Dagoretti Station on December 11, 1977, with Train No. B71, the 06.20 Nairobi to Gilgil goods, is the only "30" class 2-8-4 operating in Kenya

Light "60" class 4-8-2 + 2-8-4 Garratt No. 6010 (Franco-Belge 2992/1953) leaves Thika on December 16, 1976 with K71 goods, the 06.30 from Nairobi to Sagana. The class was once named after Colonial Governors

Photos: Hugh Ballantyne

being cannibalised for spares. As is well known these are the largest steam locomotives operating in the world, weighing 252 tons and having a length of 104 feet, a remarkable fact when one realises the track gauge is only one metre. In addition to the main-line goods, "29" class 2-8-2s and "31" class 2-8-4s work pick-up goods on this line. Also, one "30" class 2-8-4, No. 3020, *Nyaturu*, undertakes Athi River and Makindu duties. This engine is a large 2-8-4, with a boiler and some parts similar to the "29" class but with a large (7,000 gallons water capacity) tender, and is one of twenty-six locomotives, all of which, with this exception, have always been allocated in Tanzania. However, as a result of the political dispute between the two countries, 3020 was not returned to Tanzania after heavy repair at Nairobi Works, and so it presents a unique and rare working example of its type in Kenya.

The long branch up to Nanyuki was until 1977 worked by "31" class 2-8-4s and the light "60" class 4-8-2 + 2-8-4 Garratts, but with the arrival of the new small Henschel B-B "62" class units, this branch is now worked by these locomotives or earlier "72" class 1Bo+Bo1 engines.

Within the area of Nairobi itself there are six of the large "13" class 4-8-4 tanks used for heavy yard shunting in conjunction with "46" class Barclay-built 0-8-0 diesels. In addition, "24" class 4-8-0s and "31" class 2-8-4s also carry out shunting and trip workings in the yard area



and beyond to the environs of the city and Makadara diesel depot, just over two miles from Nairobi yard. Finally, stored out of use at Nairobi shed in December 1977 was 5510, a much travelled 4-8-2 + 2-8-4 Garratt, being *ex-WD* and Burma Railways, which had until recently been used on pick-up turns to Athi River.

With a total fleet of about 104 operational steam locomotives clearly Kenya Railways is not an ideal place for number takers, but for those who like to see or photograph interesting articulated and non-articulated locomotives working in varied surroundings, and in superb morning and evening light, they will find Kenya a most rewarding part of the world to visit. However, due to fluctuations in traffic and operating difficulties one should not rely on trains running close to the working timetable published times. Another operating hazard for the enthusiast is that if a train is not cancelled it can be "put back" at short notice and this seems to happen to some of the best daylight trains inevitably resulting in their departure or arrival after dark! At the time of the author's visit in December 1977 traffic was flowing to and from Uganda but subject to delay at the border until Kenya had received payment in advance of the appropriate freight charges for each wagon load, while the Voi to Moshi line, connecting Kenya with Tanzania, was reduced to a minimum of local traffic as far as Taveta only, 74 miles from Voi: trains on this section were being worked by the "60" class light Garratts.

Kenya & Uganda Railway class "EC3" 4-8-4 + 4-8-4 Garratt No. 87, "Karamoja", restored in the graphite grey and black livery of the KUR and on display at Nairobi Railway Museum on December 17, 1976. Built by Beyer Peacock (No. 6974/1940) it was latterly East African Railways "57" class No. 5711.

Photo: Hugh Ballantyne



In view of the unreliable schedules, visiting enthusiasts should not sit around and wait for trains to appear if action photographs are required. It is advisable to ascertain exactly when a particular train is running and then watch as far as possible. Also, one must remember that when asking railway staff about a train its operating number must be quoted, as references to published departure times will usually only produce puzzled looks and, at best, a vague answer—for example, refer to "A80" and not "the 07.25 Nairobi to Athi River goods". Finally, it is necessary to obtain permission from the Public Relations Officer at Railway Headquarters in Nairobi to visit depots and other railway premises; if sufficient written notice is given such permission is forthcoming. Indeed, railway staff in Kenya are extremely helpful and friendly and a most enjoyable visit to see mainly fine British-built locomotives in action is assured. However, the Kenya Railways administration is actively following the current trend and has replacement diesels on order which will soon eliminate the remaining steam classes. During 1978 further Henschel light units and shunters from the United Kingdom are being delivered, while the first "93" class main-line diesels arrived from the United States in August and with the completion of this order the "59" class Garratts will be progressively withdrawn from service. So take heed and go soon, as this latest programme will not take another nine years to achieve!

In 1974 the Nairobi Railway Museum was established under the jurisdiction of a long-standing Kenya railwayman, Mr. Fred Jordan, and opened with a display of small exhibits. This was expanded during 1976 and the enlarged museum is near the station but towards the west end of the yard adjacent to the carriage sidings. It comprises a spacious exhibition room for small items and an open area, with rail connections temporarily possible, containing four locomotives and various old wagons. The major

exhibit is 4-8-4 + 4-8-4 Garratt ex-EAR 5711, now restored as KUR No. 87, *Karamoja*, in pre-grouping graphite grey and black livery. Unfortunately, this very striking finish is slightly marred by the fact that the engine retains the Giesl chimney fitted, of course, during EAR ownership and an incorrect makers' plate from sister engine 5710. The second largest locomotive on display is Tanganyika Railway 4-8-0 class "DL", No. 301 (originally 201), built by Beyer Peacock in 1923. It finished its days as EAR 2302 in service at Gulu on the Northern Uganda line. Another engine in KUR livery is 2-6-2 tank No. 327, latterly EAR 1122, and the fourth locomotive is a small 0-4-0 saddle-tank, *Hugh F. Marriott*, built by Bagnall in 1951 for shunting at the Lake Magadi soda works. Over in Nairobi Works restored to full working order is a "24" class 4-8-0 numbered 2401 (although it is believed to be another), built by Vulcan in 1922 and painted in the EAR maroon livery and waiting delivery to the museum. Garratt 5505 is undergoing restoration (not to working order) as 5501 and when work is completed it too will go to the museum. Mr. P. D. Swan, Assistant Chief Mechanical Engineer, is also hoping that eventually No. 5918, *Mount Gelai*, will be preserved at the museum in full working order after it is withdrawn, together with a "13" class 4-8-4 tank.

Finally, the last locomotive to be seen at Nairobi, also preserved, is Uganda Railway



Photo: Hugh Ballantyne

Latterly EAR "11" class 2-6-2 tank No. 1122, this 1926 Vulcan Foundry locomotive has also been restored in graphite grey and black and is displayed in Nairobi Railway Museum as KUR No. 327

2-6-4 "MS" class tank No. 63 which was built by Nasmyth Wilson in 1913. It later became EAR 1003 but is on display in Jamhuri Park in the distinctive graphite grey livery of the Uganda Railway.

STEAM LOCOMOTIVES IN SERVICE IN EAST AFRICA IN 1978

Class	Type	Builders	Date first built	Max. number built	Present use	Country allocated	Remarks
"11"	2-6-2T	Vulcan, Bagnall and Hunslet	1925	31	Shunting	T	Only a few survivors left in service
"12"	2-6-2T	Bagnall	1950	2	Shunting	T	Allocated at Tabora. Only Giesl-fitted tanks in East Africa
"13"	4-8-4T	North British	1952	18	Heavy Shunting	K, T	Rebuilt from 4-8-2 tanks. Class intact
"21"	4-8-2	Vulcan	1928	8	Shunting	T	Final withdrawal imminent
"24"	4-8-0	Vulcan and Nasmyth Wilson	1922	62	All types of light duties	K, U, T	Found all over system
"25"	2-8-2	Vulcan	1925	11	Shunting/goods	T	Few survivors only
"26"	2-8-2	Bagnall and Vulcan	1947	12	Shunting/goods	T	Few survivors only
"29"	2-8-2	North British	1951	31	Goods	K, T	Nearly all in service, mainly in Kenya
"30"	2-8-4	North British	1955	26	Goods	K, T	Similar to "29" class with larger tender. Only 3020 in Kenya
"31"	2-8-4	Vulcan	1955	46	Mixed traffic	K, U, T	Numerically largest post-war class. Nearly all still in service ex-WD design. Withdrawal imminent
"55"	4-8-2 + 2-8-4	Beyer Peacock	1945	11	Goods	T	
"59"	4-8-2 + 2-8-4	Beyer Peacock	1955	34	Heavy goods	K	Now the largest steam locomotives in world. Only work between Nairobi and Mombasa
"60"	4-8-2 + 2-8-4	Beyer Peacock and Franco-Belge	1953	29	Mixed traffic	K, U, T	Light Garratts, being withdrawn in Kenya

K=Kenya, T=Tanzania, U=Uganda



Photo: Geoffrey F. Bannister

WOLVERHAMPTON'S FORGOTTEN STATION TO BE PRESERVED

GEOFFREY F. BANNISTER

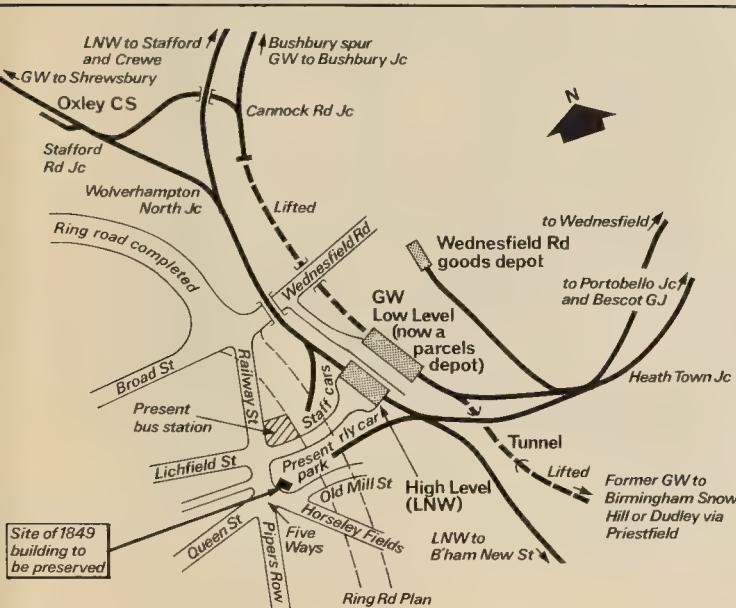
BECAUSE of its great historic value, work has started on saving the 129-year-old station building at the junction of Horseley Fields, Victoria Square and Queen Street in Wolverhampton. West Midlands County Council is spending £10,000 on preserving the listed building. Later, the two unlisted sections of the station, which are in very poor condition, will be demolished leaving the central ticket office area.

The council wants to utilise the ticket office as the entrance to a new bus station and as a pedestrian access to the former Wolverhampton High Level Station which was rebuilt between 1964 and 1967 as part of the LM Region electrification scheme and renamed simply "Wolverhampton". The old building has been compulsorily purchased by Wolverhampton Corporation for extensions to the planned

Italianate facade of Queen Street Station, Wolverhampton, a listed building dating from 1849, now to be preserved

Wolverhampton ring road. This road will eventually run between the old ticket office and the present passenger station, so requiring an access bridge to be constructed.

Mr. Jim Tomkins, head of the county's conservation section, has indicated that the work being carried out at the moment would prevent any further deterioration until the building can be completely renovated. The roof is being replaced and all the windows boarded-up to prevent further damage by vandals and the weather. The county planning committee is to spend £5,000 immediately on protecting the station from wind and rain and a further £5,000 in 1979.



Sketch plan of stations and goods depots in Wolverhampton, showing the planned ring road extension (not to scale)

The central block of the old station building forms part of a larger complex built in 1849 by the Shrewsbury & Birmingham Railway. In former years it was used as a ticket office and administration block. The two wings on the sides of the main building will have to be demolished for safety reasons.

Wolverhampton Queen Street, as the station was designated in 1853, is one of the few old station buildings still standing in the West Midlands and besides the old London & Birmingham Railway station at Curzon Street in Birmingham it is one of the earliest major station buildings left in the country. It was constructed in the Italianate style with yellow brick and sandstone columns, topped by two square towers, one with a clock.

Because of the extended legal wrangles between the Shrewsbury & Birmingham and the Stour Valley Railways (the latter leased to the LNWR on July 2, 1847) over running powers between Wolverhampton and Birmingham, the old station building saw little use under the joint régime. Although the Shrewsbury & Birmingham Railway had opened between Oaken-gates and a temporary station near Stafford Road in Wolverhampton on November 12, 1849, it did not commence running through to Birmingham New Street until February 4, 1854, under the powers conferred by the Stour Valley Act of 1847, supported by Court of Chancery judgement on December 16, 1852. On September 1, 1854, the Shrewsbury & Birmingham Railway amalgamated with the newly-arrived Great Western Railway, giving it an alternative accesss to Birmingham. Thus the legal running powers of the S&BR over the SVR ceased, leaving the LNWR in control of the destiny of Wolverhampton Queen Street Station.

FIFTY YEARS AGO

From "The Railway Magazine" of November 1928

THE LMSR is laying down extensive additions to the siding accommodation at Edge Hill marshalling depot, the expenditure involved being nearly £50,000, and the work is well in hand. At these marshalling sidings the whole of the traffic over the LNW Section to and from the port of Liverpool and the surrounding depots is assembled and sorted.

* * *

IN regard to train service alterations on the Great Eastern section of the LNER, in previous years the 8.15 a.m. from Liverpool Street has run to Norwich and Cromer only, passengers for Yarmouth changing at Norwich into a train for Yarmouth (Vauxhall). This year carriages are left behind at Ipswich which work direct to Yarmouth (South Town), with a connection from Beccles to Lowestoft (Central)... The "Hook Continental" now leaves Liverpool Street at 8.15 p.m. arriving Parkstone Quay at 9.42. The "Antwerp Continental" leaves at 8.30 and arrives at 9.52. The 7.42 Liverpool Street to Harwich is now officially known as the "Esbjerg Continental" and there is a return train connecting with the boat, due in London at "about 7 p.m."

* * *

PROBABLY the cheapest railway excursion in existence is in operation on the LNER between Frinton-on-Sea and Walton-on-Naze. Cheap return tickets between these resorts are issued every day at a fare of 1d. for the return journey, the distance being over 2½ miles.

* * *

IN Lt.-Col. Mount's Report to the Ministry of Transport on the fatal accident which occurred at London Bridge Station on July 9, reference is made to the fact that 2,100 loaded passenger trains are handled in the 24 hours, apart from the numerous light engines, empty stock and goods workings. Between 4 p.m. and 7 p.m. alone there are no fewer than 428 trains, an intensive service of over 140 an hour.

* * *

IN connection with long runs worked by one "Pacific" locomotive on the East Coast route, which have been reported in these columns, it is of especial interest to note that on occasions during the Summer season the same Newcastle (Gateshead) engine worked from Newcastle to Edinburgh, Edinburgh to Grantham and back to Newcastle in one day, thus covering the enormous mileage of 574, on express trains throughout.

* * *

GWR coaches, presumably on special workings, have been noted on the Wick mail train from Inverness and on the Skye line. A through coach from Kings Cross to Thurso has also been noted.

* * *

THERE was a very large gathering of railwaymen and members of their families at the fourth annual railway carnival held on September 29 at Belle Vue Gardens, Manchester. For the first time at these carnivals the weather was all that could be desired.

* * *

LMSR "Cloughton" 4-6-0 No. 5943, *Tennyson*, and "Royal Scot" 4-6-0 No. 6141, *Caledonian*, each have an experimental smoke-deflecting chimney.

Welding Wear-Resistant Rails

ALTHOUGH it has been British Railways policy to use continuously welded rail (c.w.r.) on heavily-used main lines to reduce maintenance costs, it has not hitherto been possible to continuously weld the most successful commercially available high wear-resistant rail, which is made from austenitic manganese steel at the British Steel Corporation's Workington Works, Cumbria and has been used by BR for a number of years in plain line and crossing installations, particularly in locations where severe wear produced by friction between wheel and rail surfaces can be a major problem on sharp curves.

Two properties of this austenitic manganese steel have, until now, prevented its use in c.w.r. Firstly, the heat applied during the welding process gives the steel more brittle characteristics and, secondly, the much higher coefficient of expansion of the austenitic manganese steel, compared with the pearlitic steels normally used in c.w.r., creates excessive stresses as the rail expands and contracts with changes in temperature.

The first problem has now been overcome as a result of a joint project between the Research & Development Division of BR at the Railway Technical Centre, Derby, and the Workington Works of British Steel Corporation. This has resulted in the production of a weldable version of Hadfield's austenitic manganese steel and further collaboration involving two specialist welding firms, AI Welders of Inverness and Thermit Welding (GB) Limited, Rainham, Essex, has resulted in the development of suitable welding techniques.

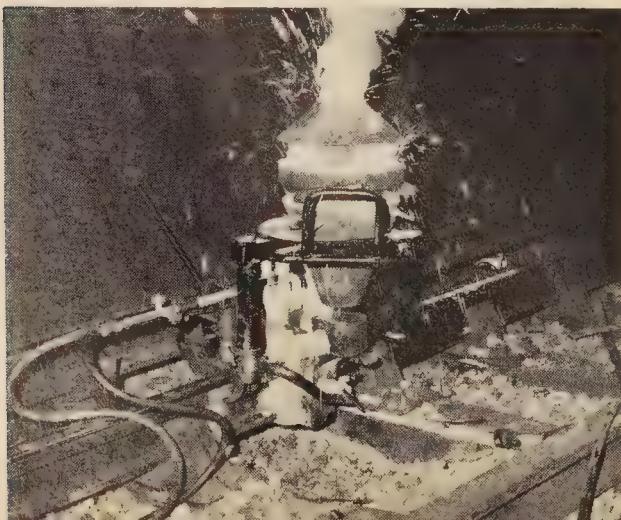


Photo: British Railways

Great Northern inner-suburban e.m.u. No. 313 021 leaving Old Street Station and about to run onto British Railways first installation of continuously welded rail in wear-resistant austenitic manganese steel

As the second problem, of high coefficient of expansion, is lessened in locations where ambient temperature changes are small, such as in long tunnels, the first BR installation using the new development has been made, in conjunction with the Chief Civil Engineer of Eastern Region, near Old Street Station in the tunnels of the former Great Northern & City line between Finsbury Park and Moorgate, intensively used by the class "313" e.m.us of the Great Northern inner-suburban electrification. After five months of intensive service on this busy commuter line there has been no detectable change in rail profile over half a mile of sharply curved rails. Previously, despite the use of rail lubricators, rails made of pearlitic steels were having to be renewed after very short periods of service.

This latest development in rail technology is expected to find considerable application in similar locations in Britain and abroad, particularly on underground railways.

Thermit welding (left) of low-carbon austenitic manganese steel rail and (below) the finished welded joint

Photos: British Railways



LOCOMOTIVE PRACTICE AND PERFORMANCE

O. S. NOCK, BSc, BEng, FICE, FIMechE

CONRAIL HEAVY FREIGHT WORKINGS

THE main line of the former Pennsylvania Railroad eastbound from Pittsburgh is one of the busiest in the whole of North America. On a typical day there are 26 freight trains eastbound, and 31 westbound, and on each of these 57 trains there would be an average of 90 to 100 cars. Over the section between Pittsburgh and Harrisburg there are a fair number of returning empties so that the average tonnage is not so great as some of the massive blockload mineral trains operated elsewhere in the USA. For a typical day on which the average number of cars per train was 97 the average total tonnage per train was 3,579. It must then be remembered that this main line cuts through the heart of the Allegheny Mountains, and attains a summit level of 2,161 ft. at Gallitzin Tunnel. This is approached from both sides on gradients of 1 in 60.

By Act of Congress, major portions of the former Central Railroad of New Jersey, Erie-Lackawanna, Lehigh & Hudson River, Lehigh Valley, Penn Central and Reading Railroads were combined into the Consolidated Rail Corporation (Conrail), which began operation on April 1, 1976, and is the USA's largest railway.

The Conrail freight train on which the Author travelled arriving at Etna Yard, Pittsburgh, headed by former Reading Lines 2,500-h.p. "GP35" diesel-electric No. 3639, with an ex-Erie-Lackawanna 3,600 h.p. "SDP45" behind it, in Conrail colours

Photo: O. S. Nock

By the courtesy of Conrail I had the privilege of riding one of their heavy eastbound freights, throughout from Pittsburgh to Harrisburg, and quite apart from the details of locomotive performance—times, speeds, in relation to gradients and so on—there was a wealth of interest in the railway operation generally. The principal main line, which passes adjacent to Pitcairn Yard, and through Wilmerding, where one of the celebrated Pennsylvania 2-10-0 freight locomotives is preserved in the grounds of the Westinghouse Air Brake Company, is taken by the mail trains, and the Amtrak passenger services. It is also used by the faster "hotshot" freights. But I was most interested to find that we were routed by the Conemaugh line, which runs at first on the right bank of the Allegheny River. This is a purely freight line, and just after the second world war attracted particular attention from a pioneer installation of continuously controlled cab signals, with *no wayside signals*. The Pennsylvania, having standardised the position light type of signal, had developed to a high degree of reliability a system of continuously controlled inductive cab signals; but it was something of an innovation to rely entirely upon the cab signals, and dispense with wayside signals entirely. Of course, even at that time, the Conemaugh line was freight only; but it was doing, in the late 1940s, what the Japanese have done



more recently on the Shinkansen lines, and what the French are planning for their new TGV lines.

With Joe Harvey from Conrail headquarters in Philadelphia as my guide, I went to Etna Yard, to await the arrival of our train. It came in with 87 cars on, a total load of 4,867 tons, headed by a 2,500 h.p. "GP35" diesel, still in the colours of the Reading Company, and an "SDP45", 3,600 h.p. in the new blue and white livery of Conrail but formerly belonging to the Erie-Lackawanna Railroad. The locomotive numbers were 3639 and 6685. We climbed up and joined the engineer and the front brakeman on the leading unit. The Conemaugh, although designated as a main line is in effect a relief route avoiding the central area of Pittsburgh and the heavily industrialised section of the principal main line. The latter follows what are termed water level grades, and in the 62·3 miles between Pittsburgh passenger station and JD Tower, where the Conemaugh line converges, the change in altitude is only 63 ft., an average ascent of 1 in 5,000. The Conemaugh line is not only ten miles longer, between Etna Yard and JD Tower, but it includes some far steeper gradients. Additionally, there were numerous slow speed orders, two stops, as well as the inevitable slow progress when drawing out of passing tracks. With a train of such length, and on a route that winds through hilly, wooded country, for much of it beside a river, the caboose was out of sight the whole time, and acceleration from speed orders could not commence until we heard by radio from the conductor that the tail end was clear of the restricted length.

We made no speed records over the Conemaugh line. At no time did we exceed 40 m.p.h. but as we made our way up the valley the scenery was magnificent, and the working of the continuously controlled cab signals intriguing to watch. There are four indications, displayed to correspond with the standard aspects of the wayside signals on the Pennsylvania.

These aspects are:

Clear: 3 white lights vertically

Approach Medium: 3 white lights diagonally

NE to SW above 3 white lights vertically

Approach: 3 white lights diagonally NE to SW

Restricting: 2 white lights diagonally NW to SE.

We took 78½ min. to pass AJ Tower, beside the crossing of the Allegheny River, and 24·6 miles from the start at Etna Yard, and then headed up into deeper, more densely wooded country beside the Kiskimintas River. We were making about 40 m.p.h. until passing Truxall, where there was still a coaling plant spanning the tracks, from which the tenders of steam locomotives were replenished. Another speed order, to 15 m.p.h. over a three-span girder bridge over the river, and then we had

to fight back against the gradients which were steepening towards an intermediate summit in the mountains. I should add that the Conemaugh line is double tracked throughout, and that at intermediate points, such as Truxall, there are three tracks, with standing accommodation for very long trains.

After passing Alum, 64 miles from the start in 170 min., there is a brief downhill run across the valley towards the main line, which I could now see, among the trees on the further side. The engineer controlled the train with the dynamic brake on this descent, with an occasional touch of the independent air brake, and so, with an "Approach" indication on the cab signal we came alongside the main line, five tracks abreast, and passed Milepost 0, the end of the Conemaugh line. The 72·4 miles from Etna had taken 187 min. JD Tower, where there are comprehensive crossover facilities, is three miles farther on, and we crawled on, with "Restricting" signals in the cab, waiting for a heavy westbound freight with three locomotives to clear the crossover we needed to use. It was 18 min. after passing Milepost 0 before we got the road, and passed JD Tower, and then, on gradients averaging around 1 in 225 we settled down to a steady 40 m.p.h. on a fine and most impressive multiple tracked main line into the mountains.

Even then, however, our uninterrupted progress was short lived. At 10 miles beyond JD Tower we were suddenly brought to an emergency stop. The brakeman seized a spare brake hose and jumped down to investigate, thinking the most likely cause was a burst or parted hose coupling; and for a few minutes we waited. A similar search had begun at the rear end, far out of our sight round a curve. Then, on radio from the conductor came the news—a broken knuckle of an automatic coupler, and the train had parted between two cars towards the rear end. Spares are carried, and the conductor and the rear brakeman set to work to replace the casualty, and of course the brake hose, which had been torn apart. Up at the head end we could only wait, with occasional words as to how things were going on the radio. But in what seemed to me a remarkably short time of half an hour, we heard that a new knuckle and hose had been fitted, by these two men on their own, while the train stood out on the main line, and that they were ready for us to set back and re-couple. With radio directions from the rear our engineer backed very slowly. The brake connections were made, and tested, and we got the "highball" from the conductor just 40 min. after the sudden stop. It struck me as a very smart piece of work.

Soon we were pounding up the grade to Johnstown, at 30 m.p.h., but beyond here the very steep final ascent to Gallitzin summit begins. In 27 miles the line rises no less than 977 ft. (1 in 146 average) and near to Milepost 271 (from Philadelphia) we stopped to attach

two pusher locomotives in rear. And now at last we were able to get some really sustained running. Details are set out in Table 1. The continuation, in its gradient configuration,

TABLE 1. CONRAIL (ex-Pennsylvania): JOHNSTOWN-ALTOONA

Load: 87 cars, 4,867 tons loaded
Locomotives: "GP35" No. 3639 (ex-Reading)
"SDP45" No. 6685 (ex-Erie-Lackawanna)
Two 3,000 h.p. units in rear

Dist.		Actual	Av. Speed
Miles		m. s.	m.p.h.
0-0	Mile 271.8	0 00	—
1.8	" 270	5 47	—
2.8	" 269	8 02	26.6
3.8	" 268	10 07	28.7
4.8	" 267	12 13	28.5
6.8	" 265	15 45	34.0
8.8	" 263	18 51	38.7
10.8	" 261	21 30	45.3
12.8	" 259	23 37	56.8
13.8	" 258	24 46	52.2
15.8	" 256	27 53	38.5
17.8	" 254	31 51	30.2
19.8	" 252	36 17	26.8
20.8	" 251	38 18	29.6
21.3	MO Tower	39 10	—
22.8	Mile 249	42 07	31.4
23.8	" 248 (Gallitzin)	45 01	20.7
25.8	" 246	52 40	15.7
27.8	" 244	57 25	25.2
—	Horseshoe Curve	—	—
31.8	Mile 240	68 55	20.8
33.8	" 238	74 23	21.9
35.7	Altoona Yard	78 15	—

reminded me irresistibly of the West Coast Main Line in Northern England. It was like taking a bank engine at Oxenholme, for the ascent to Shap, except that we began to climb a majestic quadruple tracked road, on continuous S-curves, amid hills densely tree-clad

to their summits. Beyond milepost 262 there is a brief stretch of level track, with water troughs —like Tebay!—where we attained a full 60 m.p.h.; then on the final ascent, 1 in 60, speed fell away to 30 m.p.h., before we got an "Approach" signal.

Then came the descent, gently down the steep gradient on the dynamic brake at around 25 m.p.h. to the world famous "Horseshoe Curve". This is as perfect a horseshoe configuration as the lonely single-tracked one up in the West Highlands of Scotland; but the Pennsylvania horseshoe is on a mighty quadruple tracked main artery. There, right on the heart of the curve, is preserved one of the "K4" Pacific express locomotives. My friends in the cab had warned me to be ready with my camera, and my shot as we passed was good enough to show the number, clearly; but the light was on the wrong side, and the resulting picture is of sentimental rather than of any other value. I took another photograph across the neck of the horseshoe of part of the rearward end of our train, then travelling in exactly the opposite direction to ourselves. This did not show the caboose, or the two pusher locomotives, which remained attached and accompanied us down to Altoona, but part of the consist well ahead of the rear end, including three of those astonishing tri-level auto-carriers, each with 15 cars on them. I was interested that choice of locomotive to be enthroned beside the "Horseshoe Curve" should have fallen upon the "K4", and not one of the later and much

Conrail's famous Horseshoe Curve on the main line west of Altoona in the Allegheny Mountains of Pennsylvania. The train in the foreground and the one on the left are headed towards Pittsburgh; the train on the right is on its way to Philadelphia

Photo: Conrail



larger engines. It was a happy choice, because the "K4" was the backbone of the Pennsylvania express passenger service for so many years, and it was in any case one of the most powerful Pacifics ever built, with a nominal tractive effort of 44,400 lb.

While I have not immediately to hand any detailed particulars of "K4" performance over Gallitzin summit, back in 1904 the late Lord Monkswell had a short footplate ride from Altoona on the engine piloting the "St Louis Limited", a train of six large Pullman carriages weighing about 300 tons. The train engine was an Atlantic, with 6 ft. 8 in. coupled wheels, 22 in. \times 26 in. cylinders, and a grate area of 55½ sq. ft. The pilot, on which Lord Monkswell rode, was of the same class. He wrote:

"We started at 5.55 p.m. and ran into the summit tunnel, a distance of 11 miles, in 25 min. 34 sec., from the start, the speed for this distance thus averaging 26 m.p.h., which is not at all remarkable work considering the power of the engines. A few seconds after we ran out of the tunnel our fireman went back to the end of the tender to uncouple, steam being shut off on our engine to facilitate this operation; then when we had been uncoupled we ran on away from the rest of the train that was following us, and at a junction were turned off into a loop line. Shortly afterwards we saw the rest of the train pursuing its way to Pittsburgh, while we dropped downhill by gravity back into Altoona."

This method of detaching pilot engines was one time practised, in very early days, on the London & North Western Railway; but this American operation was in the year of grace 1904!

Although the "E3" class Atlantic engines were powerful machines for the period Lord Monkswell rather underestimated the severity of the job of climbing from Altoona to Gallitzin. Although the actual inclination is 1 in 60 at a maximum the curvature in places is such as to make the equivalent of 1 in 50 for tractive purposes. The "K4" Pacifics were limited to a maximum unpiloted load of six cars, about 390 tons, for the stock in use in the mid-1920s. From the western side the "K4" class were limited to a maximum of nine cars

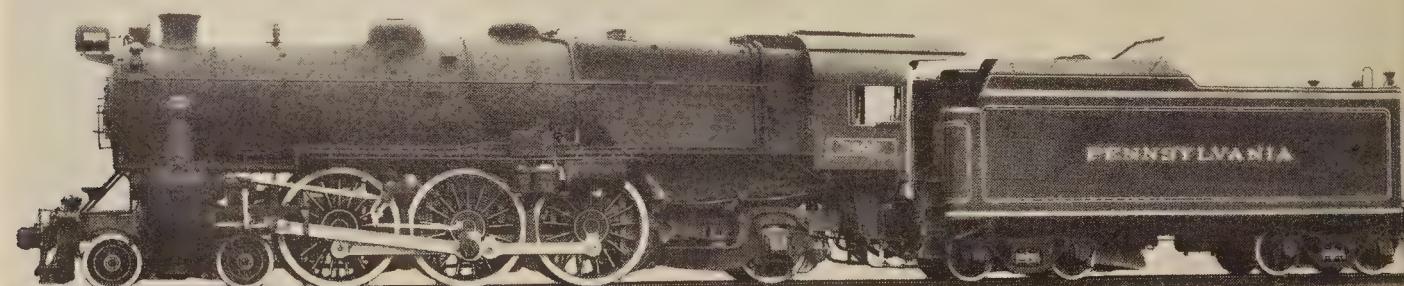
Pennsylvania Railroad class "K4" express passenger Pacific No. 5400; one of these is preserved alongside the four-track Horseshoe Curve, in Pennsylvania

Photo: Baldwin Locomotive Works

(570 tons), but the last stage of the climb to Gallitzin, which could be rushed with the aid of that brief "level", over the water troughs, usually brought speed down to about 20 m.p.h.

On my own run, in 1977, we came very gently down into Altoona, completing the 129·9 miles from Etna Yard in 6½ hr., inclusive of all stops, and checks on the way. Our running time was 62 min. less than this, making an average speed of 25 m.p.h. Having regard to the difficulties of working on the Conemaugh line this average is not to be despised. At Altoona we had a complete crew change, only Joe Harvey and I continuing in the cab. But there was also a complete change in running conditions. The line now runs at what the Americans call "river grades", beside the Juniata River for most of the way. In the 131·5 miles between Altoona and Harrisburg the line descends 862 ft., an average inclination of no more than 1 in 800. It is quadruple tracked, but for the first 20 miles or so there is much curvature, and it is a section much beset by river fog. On pulling out of Rose Yard, Altoona, we had to wait about 10 min. until the road was clear for us to take the main line and then, from Antis Tower, we had a clear run for 119 miles.

The first 18 miles, between Mileposts 231 and 213 took 29 min., on a curving stretch, but then we really began to run with this long and heavy train, and we covered the 40 miles between posts 210 and 170 in 47 min. For the most part we were running at around 55 m.p.h., but the average was reduced by one or two slacks for curves, down to 40 m.p.h., while the maximum was a sustained 60 m.p.h. past Jacks. The track was good, and the leading locomotive rode very smoothly. During this comparatively long spell of steady fast running, it is interesting to refer to the traffic we had met on the way. From the end of the Conemaugh line, at 3 o'clock in the afternoon, and a westbound freight we passed there, there were four more, either just moving off, or detaching their pusher locomotives at Johnstown, though strangely enough, although there were four tracks, ours was the only train on the line at that time between Johnstown, over Gallitzin summit, and down to Altoona. After re-starting, when we were running at 30 m.p.h., we met an exceptionally long westbound train which, on my timing, took 1½ min. to pass us. From information I received subsequently from the operating department I learned that normally the busiest period during the 24 hours is between 6 a.m. and 6 p.m. in



both directions, and that the number of trains in the two hours of maximum intensity is eight in each direction.

Having passed Milepost 170, 63·2 miles from Antis Tower, in $85\frac{3}{4}$ min., we were slowed to 30 m.p.h. for the curves beside Lewistown passenger station, and then we had to cross over on to the relief line because of permanent way work on the main. I noticed at once that this track was not in such good condition, and we were restricted to running at 30 m.p.h. By this time it was dark, but as usual in America

TABLE II. CONRAIL (ex-Pennsylvania):

ALTOONA-HARRISBURG

Load: 87 cars, 4,867 tons loaded

Locomotives: "GP35" No. 3639 (ex-Reading)

"SDP45" No. 6685 (ex-Erie-Lackawanna)

Dist.		Actual	Av. Speed
Miles		m. \$.	m.p.h.
0·0	Antis Tower	0 00	—
1·4	Mile 231	5 08	—
5·4	" 227	11 39	36·8
7·4	" 225	14 23	32·1
9·1	Gray	17 03	38·2
11·4	Mile 221	20 57	35·4
15·4	" 217	27 56	34·4
—		sigs.	—
18·2	Spruce	32 17	38·6
20·4	Mile 212	35 41	38·9
22·4	" 210	38 13	47·4
32·4	" 200	49 50	51·7
40·4	" 192	58 46	54·0
42·4	" 190	60 46	60·0
48·4	" 184	67 44	51·7
52·4	" 180	73 57	38·6
65·7	Lewistown	92 18	42·5
—		slow line	—
98·4	Mile 134	144 52	38·1
100·4	" 132	149 09	28·0
112·4	" 120	164 52	32·1
116·4	" 116	170 45	41·2
119·0	Banks	176 32	—

there was no difficulty in picking out the mileposts, which were illuminated by the locomotive headlight. We crossed back from the relief to the main track at Port, just after Milepost 134, and immediately afterwards we accelerated rapidly to 56 m.p.h. But we were now nearing the end of the run. Near Duncannon Junction we crossed the Susquehanna River, and were then brought to a stand at Banks, 119 miles from Antis. This run had taken us $176\frac{1}{2}$ min., inclusive of the slow running sections. The time was then just after 10 p.m. and I had been on the road for $10\frac{1}{2}$ hours.

Banks Tower is $8\frac{1}{2}$ miles short of Harrisburg passenger station, but we, of course, were going into the freight yard, where some remodelling had to take place, and a change made from diesel to electric traction. We had to wait some time before the line was clear for us to proceed on to the track leading into the yard, and while we waited the westbound "Broadway Limited" came past, accelerating rapidly from its passenger stop at Harrisburg. The "Broadway" westbound is allowed 149 min., start to stop, for the $131\frac{1}{2}$ miles from

Harrisburg to Altoona, and then 153 min. for the remaining 117 miles to Pittsburgh. In the eastbound direction the corresponding allowances are 170 min. to Altoona, and 168 min. to Harrisburg. Making allowances for the slow start and finish inevitable with a lengthy freight train our own speed on the open road would not have been all that much less than that required of the "Broadway Limited". We eventually berthed in Nadola Yard at 11.25 p.m., very nearly 12 hours after we had left Etna. The log of our run from Antis Tower to Banks is set out in Table II.

Next morning we took one of the fast electric multiple-unit trains from Harrisburg to Philadelphia, and once again I was privileged to ride in the driver's cab. These trains have a fine capacity for acceleration, and on level track I noted that we attained 65 m.p.h. in one minute from rest and 70 m.p.h. in $1\frac{1}{2}$ min. Again, however, from the excellent viewpoint of the driving cab, my attention was taken by the extent of the freight workings. This was the time of the "Piggybacks"—block trains of containers, similar in conception to our own liner trains, but because of the generous height of the American loading gauge carrying the entire trailer, highway wheels and all. On the "Piggyback" trains the containers do not need to be lifted from the trailer on which they make other parts of their journey on the highway. Between Harrisburg and Lancaster, 36 miles, we passed two westbound "Piggybacks" and another one three miles east of Lancaster. Incidentally, we covered the first 11 miles from the stop at Lancaster in 9 min. 14 sec., not exceeding 72 m.p.h. We overtook an eastbound "Piggyback" near Goatsville, and two more freights soon afterwards—that is we had passed, or overtaken six fast freights in a matter of 40 min. travelling.

Reverting to the freight run of the previous day our load of 4,867 tons was considerably above the average carried over the Pittsburgh-Harrisburg freight line, but except for the most severe section of the mountains, needing only two locomotives. In contrast to the operating philosophies developed by the Western and Southern lines in the USA the Pennsylvania ran lighter freight trains, and many more of them. The main lines, quadruple-tracked for much of the mileage and signalled for relatively close headways, were ideally equipped for such traffic, whereas on the immensely long single-tracked routes elsewhere line occupation was reduced by the running of gargantuan loads, with three, four, or even five road locomotives, quite apart from the helpers needed on the severely graded sections. It was much the same with passenger operation on the Pennsylvania, in steam days. The "K4" Pacifics could handle a great number of the fastest trains single-handed except between Altoona and Johnstown, and it was not until the 1940s that larger locomotives for purely passenger work were introduced in any quantities.

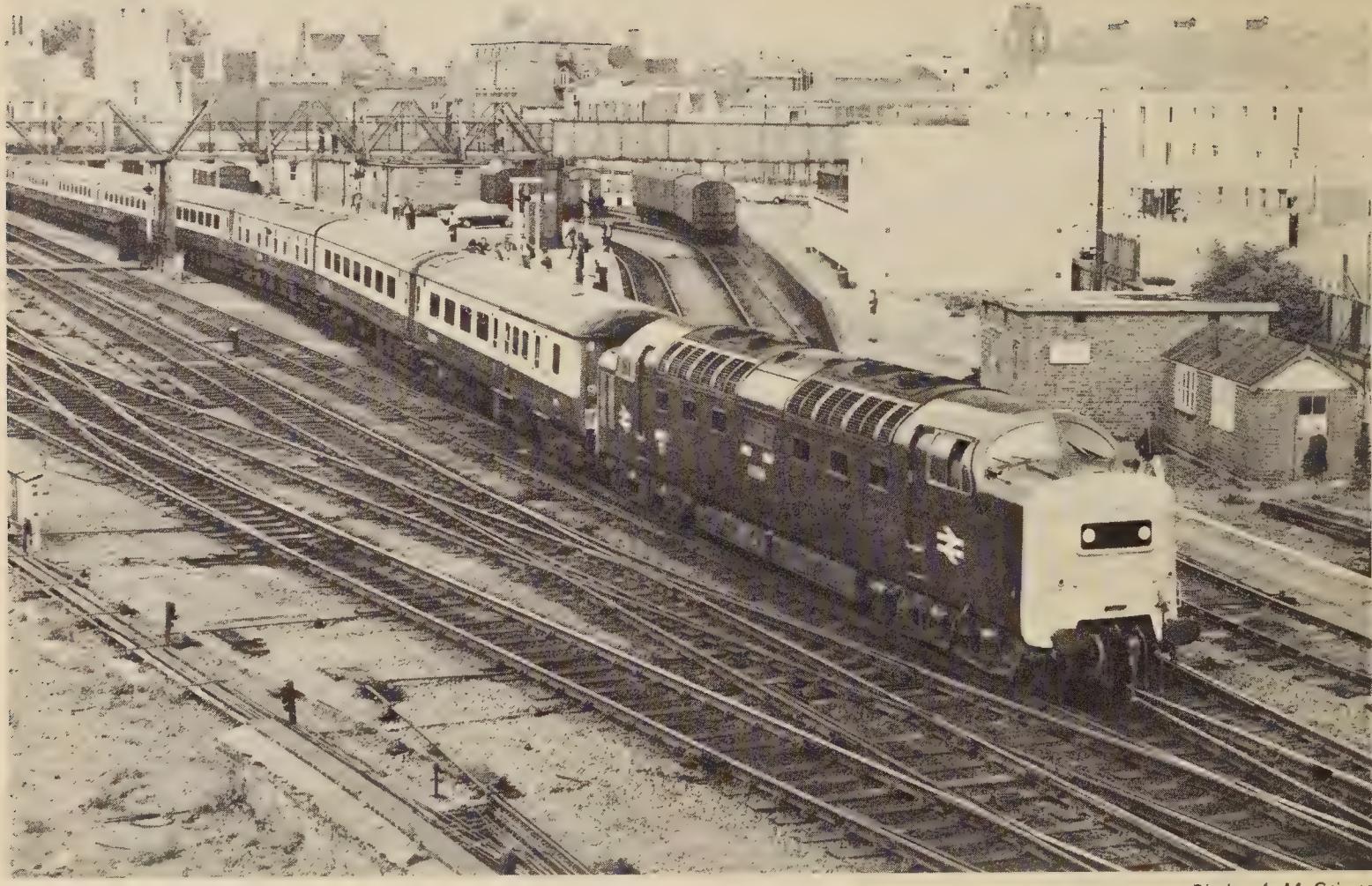


Photo: A. M. Grimes

SUMMER SPECIALS

Photo: G. T. Heavyside



Among British Railways,
Eastern Region, excursions
during the summer taking
"Deltic" class locomotives over
unfamiliar routes have been
between Kings Cross and
Skegness on August 13, calling
at Lincoln Central Station
(above), with No. 55 015,
"Tulyar"; and from Sheffield to
Carnforth and Carlisle on July
23, when 55 003, "Meld",
returned the train via the Settle
& Carlisle line past Blea Moor
(right), approaching Ribblehead
Viaduct





At Crianlarich (above) on June 17, before returning the Locomotive Club of Great Britain (North West) "Three Lochs" tour to Liverpool, Nos. 20 100 and 20 049—which had replaced 84 001 at Mossend Yard—positioned the 13 coaches opposite station hosepipes to replenish their water. Western Region 50 044, "Exeter", threaded Clapham Junction (right) on August 28 with the outward D&EG/DAA "Vulcan Voyager" from London Victoria to Weymouth. No. 20 098 headed the "Tintern Totter" at Chepstow (below) on August 13



Photo: E. N. Bellass

Photo: Brian Morrison

Photo: Graham F. Scott-Lowe





Photo : Geoff Dowling

TYNESIDE METROCAR DELIVERED

Photo : Geoff Dowling

First of 88 production articulated "Metros" has been delivered to Tyne & Wear Passenger Transport Executive from Metro-Cammell in Birmingham. No. 4003 was hauled through Water Orton (above and right) on August 23, near the beginning of its journey towards Newcastle, by No. 47 514. Differing slightly from the two prototype cars that have been under test in North Tyneside since 1975, they are to be delivered by rail at a rate of about four a month and initially stored at Gosforth Depot to await formal commissioning tests. Trial runs on the first section of the Metro, between Haymarket and Benton, are expected to start this year. Overhead electrification is at 1,500 Volts d.c.





Photos: Brian Morrison

THROUGH SOUTHAMPTON



Class "423" e.m.u. "4-VEP" No. 7812 was at Southampton Station (left) on Saturday, May 13, forming the 09.12 Bournemouth-London stopping train. That morning locomotives 33 006 and 33 037 (above) arrived on the 08.53 Brighton-Exeter and No. 31 420 (below) departed with the 08.56 Portsmouth-Bristol. Remaining semaphore signals in the area, of which this gantry is an outstanding example, will be replaced by colour-lights under a current scheme (see "Notes and News" item)





Photos : Les Bertram

WESTERN EVENTS

Photo : D. E. Canning

Diverted from the main Bridgend–Cardiff line because of engineering works on Sunday, June 11, HST 253 014 emerged from Porthkerry Tunnel (above), near Barry, forming the 10.35 Swansea–Paddington service. During relaying of relief lines at Sonning (right) on Sunday, August 13, No. 31 260 was on new down track with a ballast train while a Plasser tamping and alignment machine was in action on the up relief and the 11.40 Oxford–Paddington train sped by over the up main line headed by 47 136. A Western National "Atlantean"—posed (below) at the site of Marazion Station beside former rail camping coaches—has been repainted in GWR colours of chocolate and cream with gold lettering to celebrate the 75th anniversary of the first Great Western bus service, between Helston and The Lizard, Cornwall, which was inaugurated in August 1903: it led a cavalcade of vintage vehicles along the original route on Sunday, August 13

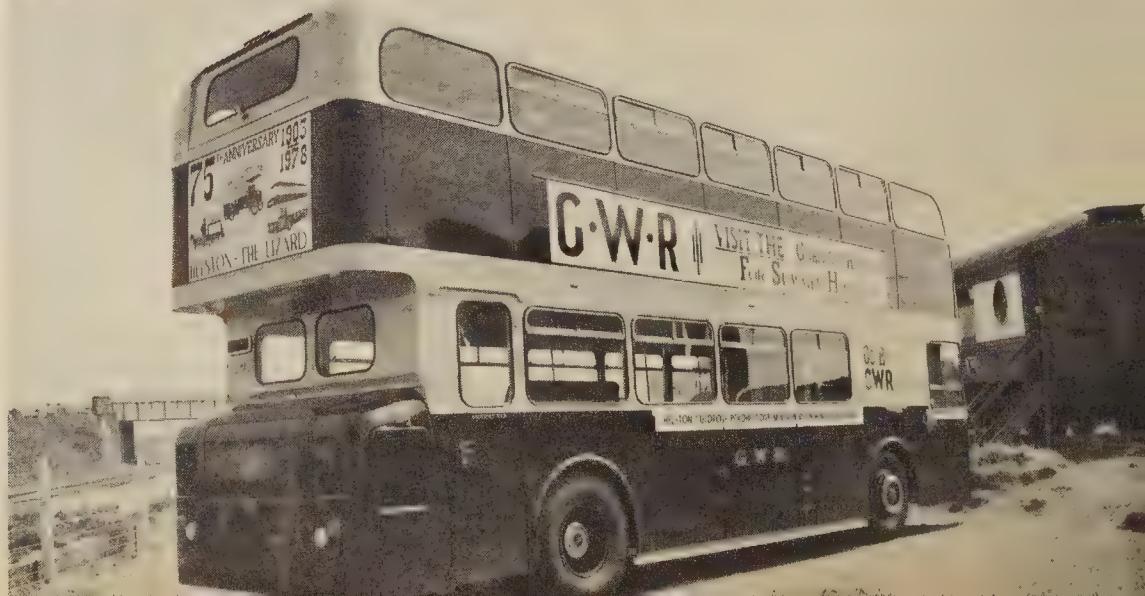


Photo : Western National Omnibus Co. Ltd.



Photo: R. Fielding



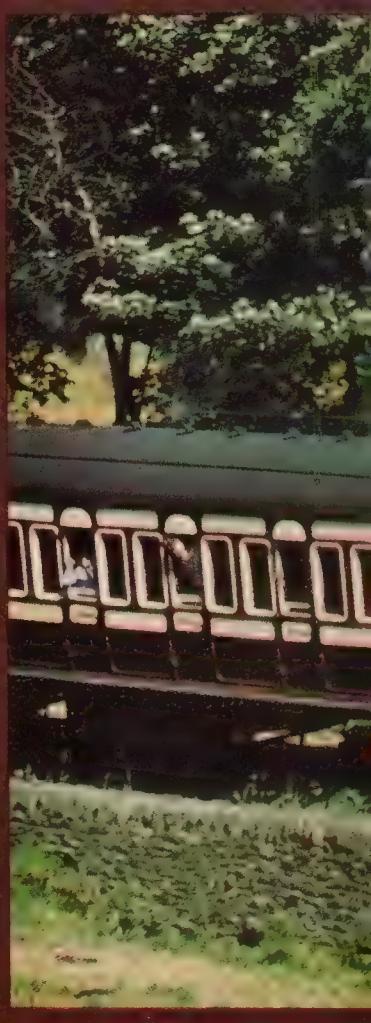
Photo: Peter A. Johnson

*For the Wirral Railway Circle/
Liverpool Locomotive
Preservation Group "Birkenhead
Docker No. 4" tour of
Birkenhead Docks on July 22,
Avonside (1568 of 1909) 0-6-0*

*saddle-tank "Lucy" was
transported by road from
Steamport, Southport, and 225
passengers were carried in four
brake vans and three mineral
wagons borrowed from BR*

"BIRKENHEAD DOCKER"





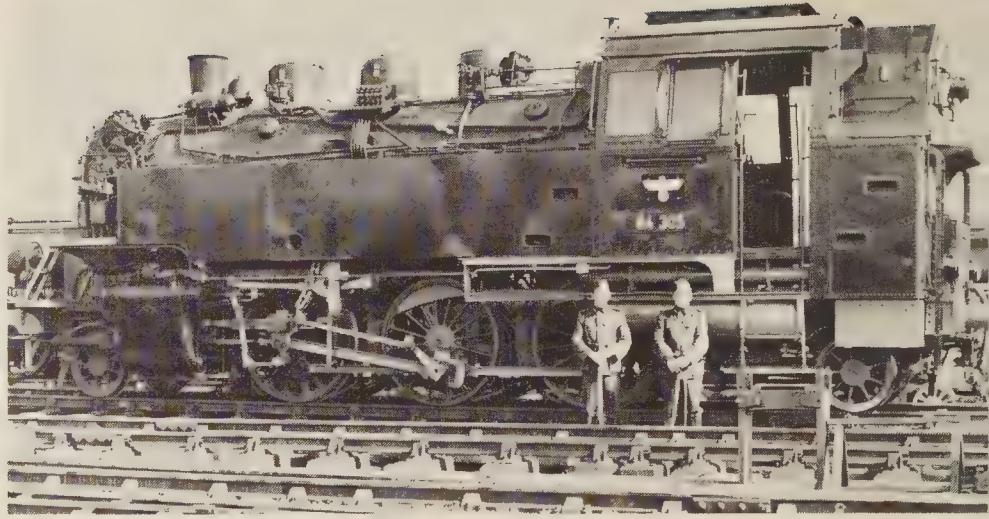
WORCESTER VALLEY PASSENGER



This year, as noted in our August issue (page 409), the Keighley & Worth Valley Railway celebrated the tenth anniversary of its re-opening, after closure by British Railways in 1962. Two years after re-opening (left), in August 1970, a former North Western Gas Board 0-4-0 saddle-tank (Peckett 1999 of 1941) hauled a train, including an ex-Metropolitan Railway coach of the Vintage Carriages Trust, towards Oxenhope. Special trains have been a feature of the KWVR since re-opening:

(above) BR Standard class "4MT" 4-6-0 No. 75078 (Swindon, 1956) pilots 0-6-0 saddle-tank No. 57 (Robert Stephenson & Hawthorns 7668 of 1950) on a "Santa Special" approaching Oakworth in the early afternoon of December 11, 1977. Another annual event is "Enthusiasts' Day", on which (far left), on March 19, 1978, "4F" 0-6-0 No. 43924 (Midland Railway, Derby, 1920), restored from Barry Scrapyard by the Midland 4F Preservation Society, approached Haworth with the 11.45 from Keighley

Photos: (above and far left) Dr. W. A. Sharman; (left) J. Winkley



Photos: John Titlow

FILMING WARTIME

Great Western Society 4-6-0 locomotive 6998, "Burton Agnes Hall", and six GWR coaches from Didcot Railway Centre were at Marylebone Station (below) on Sunday, June 25, during filming of "Ike, The War Years", to take part in a scene in which General Eisenhower returns by train to London in 1943. Earlier that month, sequences were made at Wansford, on the Nene

Valley Railway, representing wartime locations in Belgium for BBC Television's "The Secret Army". Officers and men of the German navy marched (left) alongside obviously British carriages, but action was more authentic when enemy soldiers guarded (above) one of the NVR's continental engines, former German Federal 2-6-2 tank No. 64 305

Photo: Great Western Society





Photo: T. Costigan

NEW SOUTH WALES CHARTERS

Photos: T. Costigan

When New South Wales Division of the Australian Railway Historical Society chartered a train from Sydney to Mount Thorley on July 22, Co-Co diesel electric locomotive No. 44228—which had hauled it from Broadmeadow—was replaced at Port Waratah (above and below left) by 4-8-4 + 4-8-4 steam locomotive 6039. A rare appearance of main-line steam traction in the Sydney area itself occurred three years ago, when

"C38" class Pacific 3801, seen (below) at West Strathfield, ran over the Lidcombe circuit throughout January 12, 1975, to raise funds for the Darwin Relief Fund. One of the six 928-h.p. Bo-Bo diesel-electric industrial shunters hired by the Public Transport Commission of New South Wales (see "Notes and News" item) was at work on July 22, 1977, at Coniston (bottom), south of Wallongong

Photo: Walter Knight



letters

By rail to Motor Show

SIR.—Mr. Denham Ford's complaints (September) against BR's bargain-rate service to the Motor Show at Birmingham are surely far too narrowly-based to deserve much credit. The person who is offered an efficient rail service to a motor show is exactly the individual who is likely to reflect on the differences between road congestion and the "reserved tracks" of railways, so how can Mr. Ford presume to predict that the provision of such a service will be against the economic interests of the railway?

Writing from Westcliff-on-Sea, Mr. Ford is one of the privileged people who can enjoy a regular-interval rail service to London and other places. Such travel may pay for itself; in other places, at least, it is subsidised by the taxpayer, and, hence, by the country dwellers whose railway services have been "axed".

How would Mr. Ford feel, I wonder, if he lived adjacent to the East Coast Main Line at, say, Ferryhill, County Durham? At this important town the entire station was demolished during the Beeching era, so that the residents now enjoy the infuriating experience of being able to watch High Speed Trains passing through their area but giving no direct service to Ferryhill itself. Even though these people may be "rail fanatics" they are bound to reach their nearest railhead at Durham or Darlington by road. Does not British Railways owe a debt of honour to these former customers who have been summarily "pushed off the rails" by ensuring that, reluctant motorists though such individuals may be, they can at least get to the Motor Show in some form of comfort?

Gosforth, Northumberland

EDWARD TURNBULL

Passengers to Sinfen

SIR.—Mr. H. R. Howes' post-mortem (August) on Mark Higginson's feature (June) "Passengers to Sinfen" is of interest in that as team leader of the Derby Transportation Study he appears to have initiated little foresight into the overall possibilities of the scheme. Why was the "Passenger Potential Analysis" confined to the area north of Derby? At the time of these initial studies the route between Melbourne Junction and Chellaston West Junction was still intact throughout. Approximately 1½ miles beyond Chellaston East Junction (now Worthington Junction) the truncated, freight-only former Ashby branch to Worthington still skirts the small town of Melbourne and, as a percentage of the Sinfen area workforce lives here, an extension of the service as far as this point and the reopening of Melbourne Station should certainly have merited consideration.

An alternative bus service to and from Derby is operated by Trent Motor Traction Co. Ltd. Service frequency is approximately half-hourly, which is also the journey time along a route in places restricted by sharp bends, narrow bridges and peak-hour traffic delays. A d.m.u. set would have travelled the 3½-mile section from Sinfen to Melbourne in about ten minutes. The existing station yard at Melbourne would have provided adequate parking for 50-60 cars and a small platform could

have been reinstated for approximately £5,000. In addition, a railhead at Melbourne might have attracted traffic from outlying villages.

Failure to explore the full potential of the route has since resulted in its partial closure and removal of the track between Sinfen and Chellaston East Junction. Beyond the site of the former Chellaston Station the cutting has been completely filled in and the land reclaimed so that, in addition to losing a potential feeder to the Sinfen service, British Railways also relinquished a valuable diversionary route—a point brought forcibly home during a recent major derailment at Derby London Road Junction.

Finally, Mr. Howes refers to the successful re-opening of Long Eaton Station. This thriving establishment has (apart from Christmas Day) never been closed. The original Long Eaton Station on the Erewash Valley line closed in 1967 and the title was transferred to the former Sawley Junction Station (the present Long Eaton Station) in May 1968.

Long Eaton, Nottingham

J. A. BLACKBURN

Tour times

SIR.—May I add a few words to the interesting correspondence which you have published on the subject of tour timings? Like Mr. Keith Montague of the M&GNJRS (September), we always include some Sunday tours in each year's programme, but in addition to the engineering works problem mentioned there is the difficulty of later first trains to starting points on the morning of the tour, with correspondingly earlier last trains home in the evening. Thus, if a lengthy tour is being planned, requiring say a start at 07.30 and a return at 23.00, a Saturday is essential. On a number of our tours emanating from London we have carried out passenger surveys, and these have shown us that only about 30 per cent. drive to town to pick up a tour, the remainder using BR or LT services. Good connections therefore, with reasonable margins for delays, are vital, and their marked inferiority on a Sunday coupled with the time-consuming effects of engineering work along the tour route can make a Saturday effectively three or four hours "longer" than a Sunday in terms of potential railtouring time.

But take heart, Sunday bashers! On some regions (notably the Western) securing a respectable rake of coaches for a tour on a summer Saturday can be near enough impossible! As it is during these months that the current craze for haulage by freight engines (with no train heating) reaches its height, you can safely be assured of a good selection of Sunday tours of that type and probably a number of others too.

Regarding pick-up and set-down stops, these are only really effective on tours which pass through a suitable common point on both their outward and return routes (which many tours of a circular nature do not) or where a frequent service exists between points on those routes. Wherever possible, suitable peripheral calls are requested in our tours for this purpose. Reading in particular giving access from a wide area, especially on Sundays when the hourly push-pull service operates from there to Portsmouth. It is our intention to expand our intermediate jointing and alighting facilities, where possible, in 1979.

Finally, could I correct the caption to Mr. P. A. Johnson's photo of our renamed "Thames-Forth Express" on page 445? Although originally intended



Photo: Dr. Ian C. Allen

Empty-wagon and breakdown trains on Mistley Incline, a former Great Eastern tramway. This view marks the fiftieth anniversary of the appearance of Dr. Allen's photographs in our pages (see below)

to run to Glasgow, an international football match at Hampden Park left no spare platform capacity at Central Station, and the tour was rerouted with only a few days notice to Edinburgh, returning via the Edinburgh Suburban Line. Fortunately for our headboard painter, the word "Forth" has the same number of letters as "Clyde", and the alteration was practically invisible!

Welwyn, Herts.

JOHN FARROW
Chairman, Lea Valley Railway Club

Rambling bugs

SIR,—Notwithstanding MkI rolling stock of exceptional decrepitude, my two children and I enjoyed a pleasant day exploring colliery branches aboard the "Welsh Valleys Rambler" on September 17. But as the sun shone down and the coach warmed up, we began to scratch and squirm as a rash of spots erupted in embarrassing and inconvenient places. Baths and a change of clothes were first priority on reaching home. It does throw fresh light on Sir Peter Parker's "crumbling edge of quality". Perhaps fumigation could be included in the routine maintenance of excursion stock.

Berkamsted, Herts.

RICHARD HOPE

Praise for Coalville

SIR,—People often write to criticise British Railways, many probably justified, but I feel that the trouble taken to give the enthusiast and the family a good day out on Sunday, August 19, must be praised. The event was the Open Day of Coalville Freight Depot, Leicestershire, allowing the close examination of some six different classes of diesel, many specially there for the occasion, and two steam engines, one in steam, passenger train rides and displays. For only 20p admission it was a real inflation beater and I believe an enjoyable afternoon was had by all.

Melton Mowbray, Leics

C. P. DARVILL

Not "second man"

SIR,—Regarding the article by Patrick Kingston in your September edition, relating to Royal Trains on Southern Region, I wish to protest strongly about that part involving drivers. I have been in railway service for 43 years, 34 of them as a driver. Therefore I find it humiliating to be described as a "second man". In point of fact, John Knott and I have equal status and responsibility for these Royal Specials, and work them on alternate occasions. I was the driver on the Derby Day train.

It has been the practice on SR to have two co-drivers, because of the earlier need to borrow "31" class diesels from the Eastern Region, with which we two have been made familiar.

A. D. VERRALL
London SE6

Fifty years on

SIR,—My first photograph to be reproduced in *The Railway Magazine* appeared in the issue for November, 1928. I have never forgotten the kind letter of encouragement I received then from the Editor, Mr. J. F. Gairns.

For possible use in November, 1978, I enclose an unusual view on Mistley Incline showing a breakdown train, hauled by No. 08 530, attending an empty wagon train (in foreground), the brake van of which had become derailed while being propelled by 08 228 down the incline. Here the present down-side connection with the Harwich branch requires a reversal after it meets the original horse-drawn tramway, which used to leave the main-line from the up-side sidings and circle under it. Mistley is still a fascinating place—probably less altered than any other former Great Eastern Railway working—and like at so many other East Anglian ports there has been a tremendous increase of traffic.

Thorpeness, Suffolk

(DR.) IAN C. ALLEN

Victorian contractor

SIR,—As one who has worked on the career of Sir Morton Peto, I read R. S. Joby's article (September) with some interest. I was surprised, however, that Peto's involvement with the Great Western Railway was ignored. In 1851, Peto & Betts undertook to complete the Oxford, Worcester & Wolverhampton Railway, and as a result later went on to build the Chipping Norton and Severn Valley lines. Peto eventually became Deputy Chairman of the OW&WR, and was instrumental in three abortive attempts to extend the route southwards to London. As Mr. Joby says, Peto was an enthusiastic Baptist, and in this context it is interesting to find that the appearance of Baptist congregations along the route of the Oxford-Worcester line dates from the 1850s—presumably as a result of Peto's evangelistic zeal.

I am dubious of the claim that station architecture can be considered a "memorial" to Peto. While it is possible that, on some contracts, the contractor was given a free hand, I am sure that in most cases station design was the work of the company engineer; on the OWW, for example, the initial designs were prepared by Brunel and executed by John Fowler. On smaller projects, however, the contractors were sometimes responsible—though even here, they tended to appoint sub-contractors! Hence, on the Witney Railway, the stations were the work of a local builder, engaged by the main contractor for this specific task.

Finally, I find it hard to accept that Peto "brought a higher level of morality to areas of business where there was little"; having examined his record on the OWW, I would suggest a somewhat different conclusion!

Witney, Oxon

STANLEY C. JENKINS

[Mr. Joby replies that he was dealing only with Peto's involvement with East Anglia. Though he may not have designed stations himself, they are a "memorial" to him inasmuch as they were built substantially and in materials which did the work of the architects justice. In an age when railway contractors were renowned for roguery, although there is much to criticise in Peto's methods of promotion, his business morality drew more favourable comments than most of his contemporaries.]

First railway in Lancashire

SIR,—I regret I made two errors in my article published in your August issue. On the map, the Patricroft-Molyneux Junction line is shown passing under the Worsley line: it actually passed over. In the caption to the picture of Sunnyside Mill I stated that the locomotive is "apparently a 0-6-0". However, it clearly shows a 2-2-2, of no particular class—a most unsuitable type for this line—with four six-wheeled carriages. The picture, measuring 3 ft. 10 in. × 2 ft. 2 in., is a water-colour signed "Robt C. Law Del".

Bolton, Lancs.

JOHN MARSHALL

Great North revisited

SIR,—As a member of the LNER staff at Elgin from 1931 to 1935 I should like to offer correction to the contents of the letter by Mr. Brian Wilkinson in your September issue relating to the article, "Great North revisited", by Mr. Malcolm Roughley in July.

In May 1933 the LNER and the LMSR made an arrangement whereby the former company's staff became responsible for all traffic working at the LMSR station, thus permitting the withdrawal of the entire LMS staff except the signalmen manning the LMS signalbox. This arrangement included the closure of the booking and goods offices at the LMS station and all work was transferred to the existing LNE offices, including the issue of passengers' tickets. The goods yard was reduced to a full load depot to deal with "station to station" merchandise, and coal traffic as well as live stock.

The preponderance of passenger trains were dealt with on platform No. 1 at the LNE station but certain trains had, perforce of circumstances, to continue to be dealt with at the LMS station. In the latter case passengers luggage and parcels for these trains had to be conveyed by trolley between the two stations. This working continued until nationalisation and in fact until the withdrawal of

passenger services on the Buckie and Craigellachie lines.

In these circumstances it could be contended that the original "Great North" station became virtually "joint" from 1933 until 1948, thus giving credence to Malcolm Roughley's research. The signalbox referred to was known as "Elgin West" from GNoS days forward to 1933, when the name was changed to "Centre" to avoid conflict with the LMS box which was then named "Elgin West" Kinghorn, Fife

J. D. WATSON

One-minute mile from Wigan

SIR,—The HSTs are becoming well-known on the Western and Eastern regions of BR, but there are also no fewer than five very high-speed runs, apparently, on the London Midland Region. I refer to the 11.43, 13.43, 15.43, 19.43 and 21.43SX departures from Southport to Manchester Victoria which, according to Table 95 of the current BR timetable, are timed to depart Wigan Wallgate and then Ince (one mile) in an interval of just one minute! This may be a misprint but it also appeared in last year's timetable.

Rochdale, Lancs.

PHILLIP BRERETON

Blackburn-Carlisle riddle

SIR,—To answer part of Mr. K. D. Bailey's query (August) concerning an 11.36 stop at Blackburn on Sundays only of a Liverpool/Manchester to Glasgow/Edinburgh train, clues are in Table 65, comparing pages 435 and 438, of the current BR Timetable. This train does not normally go through Blackburn but from Manchester Victoria via Bolton and Chorley to Preston, where two sets of coaches—Liverpool-Glasgow and Manchester-Edinburgh—join to form one complete train for an electric haul to Carstairs, where the train splits to its original formations, continuing electric to Glasgow and diesel to Edinburgh.

Before October 1 the complete train proceeded north from Preston via Lancaster, Oxenholme and Penrith to Carlisle, but from October 1 the Blackburn stop is included 27 minutes after leaving Preston, indicating that the complete train will depart south from Preston, then after Blackburn will proceed over the freight-only line via Whalley, Clitheroe and Gisburn to Hellifield to join the Midland route via Settle to Carlisle.

Presumably this route is taken because of engineering work and line closure north of Lancaster on the West Coast Main Line, as further clues are provided by the showing of a linking bus service between Lancaster, Oxenholme, Penrith and Carlisle with a train link from Preston to Lancaster. This diversion provides a chance to travel from Preston over the freight line via Gisburn, the Settle & Carlisle and a return journey on the WCML—a Sunday outing I am looking forward to.

Carlton, N. Humberside

G. B. BAKER

Ghost train

SIR,—The 16.59 Reading to Birmingham train terminates at Moor Street instead of the more usual New Street, but when it arrived at Oxford on Saturday, July 22, at 17.45 the destination on the front of the three-car diesel unit was marked "Birmingham Snow Hill"! The driver seemed surprised when I pointed this out, but was aware of the fact that Snow Hill Station ceased to exist some years ago. I hope it did get to Moor Street.

Oxford

A. E. BISSELL



Photo: L. P. Gater

notes + news

Fiftieth grant for freight facilities

A GRANT of £681,000 by the Secretary of State for Transport to Tarmac Roadstone (Southern) Limited towards the cost of providing rail freight facilities at a new aggregate depot at Hothfield, near Ashford, Kent, and a fleet of wagons, is the 50th to be awarded in England, Scotland and Wales under Section 8 of the Railways Act, 1974, to transfer goods from road to rail. Some £12.5m has been committed and when these schemes reach their potential more than 10½ million tonnes of freight will be carried by rail each year instead of by lorry, securing environmental and other local benefits.

A major grant announced just previously is of £808,500 to the National Coal Board towards the £1,617,000 cost of providing a rail loading system at Kinsley New Mine and installing unloading facilities at South Kirby Colliery, near Hamsworth, West Yorkshire. This will secure on rail 675,000 tons of coal, rising to 900,000 tons, a year between the mine and a washery: tonnages involved are greater than those for any other scheme so far agreed for grant.

To ensure substantial tonnages of scrap metal are carried by rail instead of road, a grant of £20,000 is being paid to Thos. W. Ward Limited towards the cost of rebuilding a bridge and trackwork linking its premises at Grays, Essex, to the BR network.

Eastleigh resignalling

DURING the next three years, Southern Region of British Railways is to spend nearly £10m enlarging the area controlled by the existing Eastleigh Signalbox; replacing semaphore signals with colour-lights; introducing closed-circuit television, monitored from Eastleigh, at the level crossings at Mount Pleasant, Totton and Adelaide Road, St. Denys; and realigning a severe curve in the main line at Northam to raise the speed restriction over it from 15 to 25 m.p.h. Some tracks between Northam, Southampton Station and Millbrook will be resignalled for use in either direction.

The existing control panel in Eastleigh Signalbox will be replaced by an enlarged panel controlling lines in the Southampton area and out as far as Romsey, Totton and Fareham. Thirteen signalboxes and three crossing boxes will be made redundant and will eventually be demolished. They are the signalboxes at Romsey, Totton, Redbridge, Millbrook, Southampton, Northam, Mount Pleasant, St. Denys, Woolston, Netley, Swanwick, Fareham and Botley and the crossing boxes at Adelaide Road, Chapel Crossing and Canute Road.

Automatic train information indicators will be installed on the platforms at Southampton, St.

Denys, Eastleigh, Winchester and Fareham Stations, and loudspeakers on station platforms will be connected direct to Eastleigh Signalbox so that passengers can be advised of any alterations to train services as soon as the information is known.

Berks & Hants colour-light signals

STAGE 3 of the multiple-aspect signalling of the Berks & Hants line, from Bedwyn to Woodborough, was due to be brought into use a week early on September 10, advises Mr. D. E. Canning. Under it, signalboxes at Bedwyn and Savernake have been closed, Woodborough became the fringe box to the Reading panel and Lavington Box was to be re-opened until completion of the scheme in January, 1979.

Westbury junction redesigned

IN preparation for the introduction of High Speed Trains on the Paddington-West of England route next year, and in conjunction with a new colour-light signalling, a simplified layout has been installed and associated drainage work carried out at the junction of the Westbury to Taunton and to Salisbury lines. During a three-week period, September 17 to October 8, main-line services scheduled to stop at Westbury called at Frome instead and between Westbury and Warminster trains were connected by special bus services. The redesigned junction will improve operating for increasing stone traffic from the West and has enabled one signalbox at Westbury to be closed.

Taplow being realigned

ELIMINATION of a sharp curve through Taplow Station, Western Region, will enable maximum speed over the local service lines to be raised from 45 to 75 m.p.h. Work, due for completion by the end of the year, involves construction of temporary platforms while both ends of existing platforms are straightened. The two tracks will then be slewed up to ten feet.

Central Wales appointment

TO give fresh impetus to the drive to attract passengers to this scenic route, British Railways has appointed a Central Wales Line Development Officer, Mr. Michael Tedstone, for the 120-mile cross-country Swansea-Llanelli-Shrewsbury route through Dyfed, Powys and Salop. Based mid-way on the route at Llandrindod Wells, his job over the next fifteen months is to draw up plans to exploit all the local travel potential on the line and the route's tourist attractions. In addition to promotion of travel by regular and special trains, he will look at operation of the line, timetables



Photo : Derek Cross

On July 6, the last day of operation of the Waterside colliery system, near Dalmellington, NCB Ayr Area/Barclay 0-6-0 tank engine No. 24 worked a spoil train to Minnevey Dump, while BR Nos. 20 094 and 20 101 double-headed a coal train for Ayr

and co-ordination with other transport operators. He will also be liaising with the Welsh Office, especially in connection with government rural transport experiments in the Dinefwr District, the County Councils, Wales Tourist Board and Development Board for Rural Wales.

Free travel through soap

ADULTS, as well as children, are able to obtain free travel tickets anywhere on British Railways under a joint promotion being test-marketed in South Wales and South-West England by BR and Lever Brothers. Two proofs of purchase from special packs of the latter's washing products are needed to apply for a voucher, which can be exchanged at a booking office, provided an accompanying adult purchases the same type of ticket for the same journey.

Woolwich line work started

DURING the week September 18-22 trains between Stratford and North Woolwich, Eastern Region, were replaced by a special bus service while extensive track alterations were carried out. This was preliminary work in connection with a scheme, which is being jointly undertaken by British Railways and the Greater London Council, to reinvigorate the North Woolwich line. Improvements are being made at Stratford (Low Level), Canning Town, Custom House, Silvertown and North Woolwich stations, and a new platform will eventually be constructed at West Ham to provide an interchange with London Transport's District Line station.

A link under the River Thames, which could form part of LT's Jubilee Line, has been approved in principle by the GLC. Subject to Parliamentary consent, it is proposed to construct about $2\frac{1}{2}$ miles of tunnel between Custom House, on the north bank, and Woolwich Arsenal, on the south. Following a joint GLC, LT and BR technical working party, it has been suggested that the

tunnel, which would initially link BR's North Woolwich and North Kent lines, should be built to a five-metre (just over sixteen feet) diameter specification, in order to accommodate main-line size trains. The tunnel would be built in connection with a BR electrification scheme for the line between Stratford and Custom House.

The proposals would allow a direct link between Stratford (with connections to Liverpool Street BR and LT's Central Line), West Ham (District, Metropolitan and BR's Tilbury and Southend lines); Canning Town; Custom House, and under the Thames to Woolwich Arsenal (North Kent Line). London Transport is seeking the necessary Parliamentary powers to build the tunnel, which could form part of the Jubilee Line eastward extension through Docklands to Thamesmead.

Euston development let

APART from one block adjoining Melton Street—which will house part of BR's headquarters organisation—British Rail Property Board has let all its office development in front of Euston Station, London, to Fluor (Great Britain) Limited. Euston Square Garden, between the development and Euston Road, is to be landscaped and dedicated to Camden Council for public use.

Knutsford rebuild

KNUTSFORD STATION, served by an hourly d.m.u. service between Manchester and Chester, is to be rebuilt at a cost of £180,000. Existing buildings will be demolished and a new ticket office and waiting accommodation erected on the up platform. Work on the project is expected to start by late autumn with completion next summer.

Blackfriars tiling award

DECORATIVE wall tiling in the concourse of Blackfriars Station has won BR an award from the Worshipful Company of Tylers & Bricklayers, one of the livery companies of the City of London.

Piccadilly Line station restorations

FOUR London Transport, Piccadilly Line, stations classified in 1971 as being of "special architectural interest"—Arnos Grove, Oakwood, Southgate and Sudbury Town—are to be renovated as

far as possible to their original state when built in the 1930s.

Listed station building demolished

WORCESTER planning authority is considering suing British Railways because an architecturally listed building, the office and waiting-room block on the eastern platform of Worcester Shrub Hill Station, has been demolished without the permission of the Department of the Environment.

Brackley landmark blown

ANOTHER Great Central landmark has disappeared with demolition by explosives of the 23-column viaduct at Brackley, Northants. Mr. P. J. Cooch reports that this was a condition when a consortium of local businessmen purchased a 12-mile stretch of the old main line, though what they intend to do with the rest has not been made known.

Spey viaduct reopened as walkway

TEN years after its last train, the disused viaduct linking Spey Bay with Garmouth, on the former Great North of Scotland Railway Cairnie Junction-Elgin line, has been officially opened by the Chairman of Moray District Council as a public walkway.

Southend Pier line threatened

HAVING survived several threats of closure during recent years, the fate of the 1½ mile-long pier railway at Southend-on-Sea, Essex, again is in the balance. The town's director of engineering has reported to his council that renewal of track and steel supports, costing up to £400,000, is urgently needed. The council also is reported to be faced with spending about £80,000 on major rolling stock maintenance. The line was closed, for an indefinite period, from October 2.

Woodhead closure protests

PROPOSED closure of the Woodhead Tunnel trans-Pennine freight route now faces opposition on both sides of the Pennines, reports Mr. Simon Bain. A new transport action group in Glossop, Derbyshire, is canvassing the South Yorkshire PTE, which wants the line re-opened for an inter-city passenger service, the Peak Park Planning Board, and Derbyshire County Council in its bid to prove that BR arguments for closure are misguided.

The group has the backing of two MPs, and the three rail unions, as well as local politicians and amenity groups. It says that traffic could not easily be switched to other trans-Pennine routes, that the line has plenty of spare capacity, and that BR's quoted figure for conversion of the overhead electric system to 25kV (at least £23m) is three times too high.

Ten years ago, a fight to save the passenger service on the same line ended with the promise of a bus service, which has since disappeared. The new campaign includes objectors to a possible motorway, recently shelved, which would cross the Peak Park using part of the redundant railway track-bed: drawings for the proposed M57 show this feature.

Tanzanian rolling-stock order won by BRE

A £24M EXPORT order has been won by British Rail Engineering Limited from Tanzanian Railways Corporation for the supply of 510 freight wagons

of four different types and 50 passenger coaches including first- and second-class vehicles and restaurant cars. The wagons will be manufactured at Ashford Works and generally will be shipped in kit form for assembly in East Africa. The coaches will be built complete at Litchurch Lane Works, Derby. Delivery will begin next year.

Taiwan e.m.u. delivery concluded

A FINAL consignment of 20 having left Middlesbrough on the m.v. *Jesamine*, the contract awarded by GEC Traction Limited to NED Chartering Limited for shipment to Taiwan of 65 coaches built by British Rail Engineering at York has been concluded. First of the 13 five-car electric multiple-unit train sets was completed during November last (RM January, page 41).

BR team visit China

A BRITISH RAILWAYS delegation led by Mr. Ian Campbell, Chief Executive (Railways), has left for a two weeks' mission to China during which they hope to gain an insight into the operational techniques and engineering practices presently in use on Chinese Railways. China is currently studying the modernisation of its 33,000-mile rail network, and earlier this year a top-level Chinese team spent several days visiting BR installations and having discussions.

The BR team also is presenting several technical papers in Peking to various groups of Chinese experts in order to tell them something of BR's own achievements in modernising and renovating an existing railway. The delegation has gone at the invitation of the Chinese Minister of Railways, Mr. Tuan Chun Yi.

Kaimai Tunnel opened

NEW ZEALAND RAILWAYS opened the 8·9 km. (about 5½ miles) -long Kaimai Tunnel—the longest in New Zealand—on September 12. The tunnel is on a 24·2 km. (about 15 miles) -long deviation between Hamilton and Tauranga and, with its opening, it is probable that the former route through the Karangahake Gorge, between Waihi and Apata, will be closed and lifted, though a spokesman for the Waikato Branch of the New Zealand Railway & Locomotive Society has suggested that a vintage steam train through the Karangahake Gorge would be a paying proposition and a major tourist attraction.

Underground work on the tunnel began in 1969 and it has taken six years longer to complete than was at first estimated, while the original estimated cost of \$NZ11,400,000 has risen to \$NZ55,400,000. In connection with the opening, the New Zealand Post Office issued a special postal cover and hand-stamp on September 12 to commemorate the first mail to travel through New Zealand's longest railway tunnel.

Hired locomotives in New South Wales

To tide it over a motive power shortage, the Public Transport Commission of New South Wales, Australia, has hired several diesel locomotives from other operators, writes Mr. J. Costigan. Most numerous of these are six 928-h.p. Bo-Bo industrial shunters, Nos. D35/41-5, from the Australian Iron & Steel Pty. Ltd., Port Kembla, fleet of eleven such units (Nos. D35-45) built by English Electric (Australia) of Rocklea, Queensland. They have been used singly and in multiple on coal trains between

Coal Cliff and Port Kembla Inner Harbour since mid-May 1977 and are regularly maintained at the AI&S depot at Port Kembla (see illustration on page 555).

Other locomotives on hire to the PTC of NSW include four Australian National Railways (formerly Commonwealth Railways) "GM12" class 1,800 h.p. Co-Co main-line units, Nos GM17/25-7, built by Clyde Engineering Co. Pty. Ltd., which are based at Broken Hill and work between "the Hill", Port Pirie and Parkes. There are also three South Australian Railway "830" class 900-h.p. Co Co units on hire, Nos. 847-9, which are similar to existing NSW "48" class units, all having been built by A. E. Goodwin Limited of Sydney. The hired SAR units can work in multiple with any class of NSW diesel-electric unit and have been based at Bathurst.

Tasmania's last passenger train

PASSENGER services in Tasmania ceased on July 28, when the "Tasman Limited", between Hobart and Wynyard, ran for the last time, despite late bids locally to cancel its withdrawal. An independent arbitrator opened an inquiry during August into a submission by the Tasmanian Government that the Australian National Railways Commission discriminated against Tasmanian rail passengers in deciding to terminate service in the State.

"Euro-Steam '78" at Wansford

ON September 23 and 24 the Nene Valley Railway arranged its first enthusiasts' event "Euro-Steam '78", during which it had in steam main-line locomotives from Britain, France, Germany and Sweden hauling coaching stock from the railways of Britain, Denmark, and Norway. Three train sets were in use, "European", "Southern Electric" and "BR/MkI". The "European" set was made up of four Danish coaches and one Norwegian, with a trolley refreshment service; the "Southern Electric" comprised "4-COR" unit No. 3142, plus a "6-PUL" composite coach and the "Bognor" buffet car; the "BR/MkI" set consisted of a BS, two CKs, an SK, a TSO and a BSK, the latter the "Greene King" bar car. A full bar service was operated on both the "Southern Electric" and "BR/MkI" sets.

Eight trains were run each way on the Saturday and on Sunday and eight locomotives were in use, some trains being double-headed. Locomotives were 4-6-0s No. 841, *Greene King* (SR) and 3.628 (Nord); 2-6-4 tank No. 1928 (SJ); 2-6-2 tanks Nos. 1178 (SJ) and 64.305 (DR); 0-6-0 tank No. 656 (DSB); 0-6-0 saddle-tanks Nos. 1953, *Jacks Green* (industrial) and 90432 (industrial).

Turntable for Nene Valley

NENE VALLEY RAILWAY has installed a reconditioned turntable with a capacity of 140 tons in its locomotive yard at Wansford. Built by Ransome & Rapier of Ipswich in 1930 it was first installed at Bourne, Lincs., on the former Midland & Great Northern Joint line. Later it was moved to Peterborough East from where it was recovered by Peterborough Railway Society engineers who, together with a Job Creation Scheme team, overhauled it, lengthened it by seven feet and installed it at Wansford, the cost being assisted by a grant from the Science Museum, London.

On September 23 the turntable was officially inaugurated by actress Jennifer Wilson, when German 2-6-2 tank No. 64.305 was turned at Wansford. Jennifer Wilson is an honorary member of the East Somerset Railway and has driven locomotives on the ESR. After the ceremony, she and her husband joined directors of Peterborough Railway Society for lunch, which was served on the 12.30 train from Wansford to Orton Mere, on which also travelled delegates to the Autumn General Meeting of the Association of Railway Preservation Societies which was held at Orton Leisure Centre.

Another national body meeting at Peterborough recently was the Association of British Transport Museums, which held its 1978 Annual General Meeting & Conference at Peterborough City Museum on October 7. The afternoon session included a paper on the Nene Valley Railway by Mr. J. C. Jefferey, the NVR Press Officer, and on October 8 delegates paid an official visit to the NVR at Wansford.

"Cecil Raikes" at Steamport

FORMER Mersey Railway 0-6-4 tank locomotive No. 5, *Cecil Raikes* (Beyer Peacock No. 2605 of 1885), has been lent to Steamport Transport Museum. It arrived by road from Merseyside on August 18 and was formally handed over on loan at a ceremony at Steamport on August 21. Steamport plans to restore *Cecil Raikes* to exhibition condition as a static exhibit and hopes eventually to put it into running order.

Another locomotive recently acquired is Ruston & Hornsby 0-4-0 diesel-electric No. 418598 of 1957, from Imperial Chemical Industries Limited, Tunstead Quarries, Buxton, Derbyshire, where it was No. RS142, *Trevithick*. Steamport has already put it into working order and used it to give brake-van rides on the museum line, enabling Fowler 0-4-0 diesel-mechanical *Persil* (4160001 of 1952) to be taken out of service for overhaul.

A third accession to Steamport is a 60-ft turntable from a site adjoining the old railway museum at Queen Street, York. This was delivered by rail on August 29 and is being re-assembled for installation in the Derby Road turntable pit at Steamport, which first had to be cleared of some 200 tons or rubble. Finance for purchase and installation of the turntable was provided by the Crab Locomotive Preservation Group.

With the increasing size of Steamport's col-

Mersey Railway 0-6-4 tank engine No. 5, "Cecil Raikes", after arrival at Steamport, Southport, where it is to be restored

Photo: Steamport Transport Museum





Photo: D. J. Humpston

No. 6023 ("King Edward II") at Barry on August 21, during removal of asbestos boiler lagging (see note)

lection of transport, volunteers (who must become members) are always welcome to help with restoration work, particularly on *Cecil Raikes*. Details can be obtained from Mr. J. M. Eccles, Public Relations Officer, Steamport Transport Museum, Derby Road, Southport, Merseyside PR9 0TY.

Asbestos removal at Barry

ASBESTOS boiler lagging material has been coming loose from several derelict steam locomotives in the Barry scrapyard of Woodham Brothers, writes Dr. D. J. Humpston, and over recent months Mr. D. Woodham has been employing two men to remove this material from the worst-affected locomotives which are particularly the former Great Western types and especially the "28XX" class. Dr. Humpston adds that on August 21 the yard was visited by the local factories inspector who has insisted that the work be given priority and completed as quickly as possible under the strict conditions imposed by the Asbestos Regulations. As far as is practical, no casual visitors will be allowed into the area while the work is in progress.

According to Dr. Humpston, two workmen are involved and seem to be dealing with the locomotives at the rate of about two a week. Some sixteen engines are in a serious state and another eight may require attention. Dr. Humpston was told by the workmen that only "two or three" of the locomotives involved had been lagged with the notorious blue asbestos.

West Somerset extending

HAVING reached agreement with Somerset County Council to repay £17,000 of its £34,000 loan and to negotiate repayment of the remainder in a year's time, West Somerset Railway is to bring the remaining 8½ miles between Stogumber, the present terminus, and Norton Fitzwarren, where the line has a junction with British Railways near Taunton, up to passenger-carrying standard, with a view to running at least a series of its own excursions, and possibly being able to accept through trains from BR, from late next spring. This year, up to August 31, journeys on WSR railcar services totalled 56,529 and 60,949 were made by steam train—about half as many again as in the same 1977 period.

To start regular services along the whole line from Minehead, the West Somerset must meet the capital cost and rent for running over the two

miles into Taunton Station. Also, the local NUR branch has an official policy of non-co-operation with the railway, taking "a dim view of Somerset County Council using public money to aid private transport in competition with public transport". but has agreed to talks with the WSR. NUR members operate subsidised bus services over a parallel route.

BOC presentation to "Watercress Line"

AT a ceremony at Alresford Station on September 16, the Winchester & Alton Railway Limited, which operates the "Watercress Line" between Alresford and Ropley, was presented with a new "Portapac" gas-cutting and welding set by BOC Limited from the company's "Saffire FN50" series, including regulators, hoses, trolley, nozzles, lighters, cleaners, goggles and associated tools. The presentation was made by Mr. Barry Jackson, Branch Manager of the South Thames Area, Southern Region BOC Limited, to Mr. John Bunch, the railway's Locomotive Superintendent.

"Western Lady" plates stolen

TWO replica name plates and one number plate only recently fitted to class "52" diesel-hydraulic locomotive D1048, *Western Lady*, by the North-West Locomotive Trust, which has been restoring her for work on the North Yorkshire Moors Railway, were stolen at Swindon Works during the night of August 26/27. Anyone who hears of them being offered for sale is asked to inform Mr. S. Crowther, 8 Mason Close, Ashton-in-Makerfield, near Wigan, Lancs. WN4 8SD.

Preserved Hymek's engine run

MR. J. M. CRANE, Preservation Secretary of the Diesel & Electric Group, writes that on September 2 the group's second preserved diesel-hydraulic Hymek class "35", No. D7018, had its engine run for the first time in more than two years. D7018 is at the Didcot Railway Centre of the Great Western Society, and a few faults have still to be rectified on its ancillary equipment, as well as £500 repaid on the loan which initially secured it for preservation. The group's other Hymek, No. D7017, is based on the West Somerset Railway.

Ravenglass & Eskdale derailment

ON September 4, writes Mr. David Pearson, the 15in.-gauge Ravenglass & Eskdale Railway's 10.20 train from Dalegarth to Ravenglass, formed of the diesel locomotive *Shelagh of Eskdale* hauling the three-car "Silver Jubilee" railcar set "dead", was derailed on a sharp curve at Rock Point, the rear coach of the diesel unit falling over on its side on the inside of the curve and taking the other coaches with it. The driver was able to stop the train and radio for assistance, and the locomotive remained upright; fortunately the train was not travelling fast and there were no casualties.

Doors on the railcar set, states Mr. Pearson, are all on one side and as the train fell on that side, passengers had difficulty getting out; Mr. Pearson and a friend, who were in the rear coach, managed to crawl through an open door where there was a hollow in the ground and he says most passengers were able to do the same except for some in the centre coach for whom the driver smashed a window to get them out—one of them had his ankle trapped. Passengers were then able to assist the driver in righting the coaches, from

which they could retrieve their baggage. The train was re-railed and the line re-opened to traffic by 13.20.

Mr. Pearson adds that the R&ER radio control system was of considerable assistance, enabling the driver to give Control immediate notice of the accident and a works train, hauled by 0-4-2 diesel locomotive *Perkins*, to be sent to the scene. Soon after its arrival a relief train appeared, hauled by 2-6-2 *Northern Rock*, to which the passengers transferred and were taken to Ravenglass, where the 09.45 Carlisle-Lancaster d.m.u., due to leave Ravenglass at 11.32, was held for about ten minutes to make the connection.

Death of George Davies

WE regret to record the death, on August 25 at the age of 55, of Mr. George Davies, Managing Director of the East Somerset Railway at Cranmore and formerly of the Dinting Railway Centre near Manchester.

Narrow-gauge centre at Blaenau

FORTY locomotives—transferred from storage at Pen-yr-Orsedd Slate Quarry, Nantlle; Brockham, Surrey; and Longfield, Kent—of the ninety due to be moved there, have been on display at the Narrow Gauge Railway Centre which Narrow Gauge Enterprises is establishing at the Ffestiniog Mountain Tourist Centre at Gloddfa Ganol, Blaenau Ffestiniog, in North Wales. Together with many items of rolling stock and other railwayana, they are intended to form the nucleus of the country's "largest and most comprehensive narrow-gauge collection." They range from a De Winton vertical-boiler 0-4-0 of 1877 to an ex-BR (Horwich Works) 2ft.-gauge four-wheel diesel, ZM32, which is available for shunting. The Centre is open daily from Easter to October. Enquiries should be addressed to NGE (Mr. R. P. Morris) at 193 Main Road, Longfield, Dartford, Kent.

Into a mine by rail

VISITORS to Morwellham Quay, on the Tamar River near Tavistock, where docks, power station, canal and indoor museums have been established, can now travel into the George & Charlotte copper mine above by narrow-gauge train. Three specially-constructed open carriages with wire-mesh screens, drawn by a battery-electric locomotive, take them about 200 yards through a tunnel and into a cavern, where a seven-minute commentary accompanies spot lighting of tableaux to illustrate the conditions under which miners worked in Victorian times. The port, which once had an extensive rail network, is being uncovered and slowly rebuilt through the sponsorship of various trusts. During winter months the centre is open from 10.00 until dusk. We are indebted to Mr. Rodger W. Teoley-Hawkins for much of the above information and for sending a cutting from the *Western Evening Herald* which features the mine railway.

Peckett for Chasewater

LATEST arrival on the Chasewater Light Railway at Brownhills, Staffs., is Peckett 0-4-0 saddle-tank No. 917 of 1902, donated by Albright & Wilson Limited of Oldbury and claimed to be the last steam locomotive to work in industrial service in the West Midlands. A further arrival at Chasewater is a Smith Rodley 24-ton rail-mounted self-



Photo: M. Wood

Peckett-built 0-4-0 saddle-tank, No. 917 of 1902, at Brownhills West Station on the Chasewater Light Railway

propelled crane with a 45-ft jib, purchased from the Mersey Docks & Harbour Board. This has already proved a very useful piece of equipment. The CLR has been given a grant of £275 by the Transport Trust, to go towards repair of its fire-damaged Manchester, Sheffield & Lincolnshire Railway six-wheel wooden-bodied coach.

"B12" Jubilee commemorative postal covers

To mark the Golden Jubilee of the building of London & North Eastern Railway class "B12" 4-6-0 No. 8572 a philatelic cover has been issued by the Midland & Great Northern Joint Railway Society Limited. The covers are available posted on 8572, now preserved by the society at Sheringham Station, Norfolk, and endorsed to that effect or, additionally, signed by D. W. "Bill" Harvey, former shedmaster and keeper of the locomotive at Norwich Thorpe. Costing 60p and £1 respectively, they can be ordered from the society at Dept.CC, 10 Matthew Parker Close, Landbeach, Cambridge CB4 4EB.

Last "Duchess"

CONTRARY to an oft-quoted misprint repeated in a "Why and Wherefore" reply in our September issue, the last of the former LMS "Duchess" class Pacifics to be withdrawn by BR was No. 46256, *Sir William A. Stanier FRS*, in October, 1964. As several readers have pointed out, 46230, *Duchess of Buccleuch*, was withdrawn during November, 1963, not 1965.

"Western Sunset" prices

IN reverse of those given in the review in our September issue, prices for Sentinel Records "Western Sunset" title should have been quoted as £2.75 for the long-player and £2 for the cassette.

LCGB "Three Lochs" tour

CORRECTING an item in our "Traffic & Traction" Scottish Region notes in September (page 464), Mr. E. N. Bellass, Hon. Publicity Officer of the North West Branch of the LCGB, writes that at no time did Nos. 20 049 and 20 100, powering the "Three Lochs" railtour on June 17, stall or require assistance; the lateness of the train was due to many other off-train factors, including the complete failure, south of Carlisle, of another society's tour (referred to in our LMR notes in September); continuous sighting of single and double yellow

signal aspects up Beattock Bank; a points failure outside Cowlairs Signalbox, compounded by an all West Highland stations Glasgow–Oban train leaving Queen Street in front of the special; and a further points failure at Craigendoran Junction, after which the special followed the Oban train, section by section, to Crianlarich (see illustration on page 547).

The "unidentified '27'" referred to in our report (actually No. 27010) was not "summoned to the rescue", but had been sent from Oban earlier in the afternoon to assist the two "20"s to run-round,

COMING EVENTS

Brief details of special trains and tours, visits, exhibitions, meetings and other events are invited for inclusion in these columns provided the activities are not restricted to members of the organisation concerned. Items must be received by the Editor in this form not later than the 15th of the penultimate month preceding intended publication.

Enquiries from readers about events should be accompanied by a stamped addressed foolscap envelope.

SPECIAL TRAINS

Note: unaltered non-steam tours in November, already listed in the October issue, are not repeated below.

Nov. 4 (Sat.). Great Western (SVR) Assoc. "Severn Valley Limited." Bridgnorth, p.u. at Bewdley, Kidderminster (07.40), Stourbridge Jc., Smethwick W., Wolverhampton and Wellington, then to Porthmadog (for optional trip on Festiniog Rly.) and Pwllheli. Return same route, s.d. at p.u. points. Stock: 11 GWR coaches from SVR throughout. Details: GW(SVR)A, 6 Ravensgate Rd., Charlton Kings, Cheltenham, Glos.

Nov. 4 (Sat.). Rly. Pictorial Publications Railtours (RPPR). "Lincolnshire Coaster". Paddington (08.15), Greenford Loop, goods lines at Acton to Brent, St. Albans (p.u.), Totternhoe, Tapton Jc., Staveley and Beighton to Rotherham and Doncaster, Scunthorpe, Barnetby, Ulceby, Immingham Dock, Grimsby, Cleethorpes, Great Coates, Barnetby, Market Rasen, Lincoln St. Marks (or Brigg and Gainsborough), Newark, Nottingham Midland, Trent, Paddington (approx. 22.00). Photo stops at Mexborough, Immingham, Cleethorpes and Market Rasen. Buffet car. Motive power requested: "50" (or "45" or "46"), 2×"37", 2×"20". Fare: £5.90 (first class £2 extra). Details: RPPR, 20 St. Johns, North Holmwood, Dorking, Surrey RH5 4JG.

Nov. 4 (Sat.). Burton Rly. Soc. "Welsh Connection". Doncaster (08.30), Sheffield, Chesterfield, Derby, Burton and Birmingham, then via Didcot and Swindon to Swansea, return via Chepstow and Bromsgrove. Photo stops. Motive power requested: 2×"40". Fare: £6.95. Bookings: Burton Rly. Soc., 5 Outwoods St., Burton-on-Trent, Staffs.

Nov. 11 (Sat.). Steam on BR. Midland & Great Northern Joint Rly. Soc. (M&GNJRS). "Yorkshire Ranger". Euston (approx. 07.45), Harrow, Watford Jc., Bletchley, Northampton and Rugby (for free conn. from and to Leicester) to York for steam haulage York–Leeds–Harrogate–York with "V2" 2-6-2 No. 4771, Green Arrow, and York–Guide Bridge with 4-6-0 No. 6115, Scots Guardsman, returning to Euston from Guide Bridge. Buffet and grill meal service. Details: M&GNJRS, 37 Childrey Way, Tilehurst, Reading, Berks. RG3 5EA (0734 412266 or 01-643 7835—weekends and evenings only).

Nov. 11 (Sat.). Steam on BR. 6000 LA Railtours. "Yorkshire Venturer". Cardiff, Newport, Bristol Parkway Cheltenham and Birmingham N.S. to Guide Bridge for steam

haulage to York with 4-6-0 No. 6115, Scots Guardsman, and York–Harrogate–Leeds–York with Pacific 35028, Clan Line, returning from York to Cardiff via Derby. Details: 6000 LA Railtours, 44 Stafford Rd., Lichfield, Staffs. WS13 7BZ.

Nov. 25 (Sat.). Rly. Correspondence & Travel Soc. (RCTS). Birmingham New St. (approx. 10.15), Camp Hill, Worcester Foregate St. (p.u.), Hereford, Glascoed, Hafoddyrys, Cwmbran, Maindee N.E. Jcs., Llanwern, Bishton Flyover, Sudbrook, Caerwent, Tintern Quarry, Worcester Shrub Hill (s.d.), Bromsgrove, Birmingham New St. Fare: £5.50 (child £3). Bookings: R. E. Barby, 7 Granoe Close, Binley, Coventry CV3 2GU.

Nov. 25 (Sat.). RPPR. "Welsh Wonder". Paddington, Slough, Reading and Swindon to Melksham, Bradford Jcs., Severn Tunnel, Blaenavon, Taffs Well, Aber, Dowlas Top, Caerphilly, Chepstow, Gloucester, Sapperton, Golden Valley to Paddington. Motive power requested: 2×"25", 2×"20" (or 1×"50"), 2×"37". Fare: £4.90 (first class £2 extra). Details: RPPR (above).

Dec. 2 (Sat.). Chiltern Trains. "Severn Valley". West Ruislip (approx. 08.30), Gerrards Cross, High Wycombe and Princes Risborough to Birmingham and Coventry (for shopping and museums) or Wolverhampton for Severn Valley Ry. Return West Ruislip 19.00. Fares: Birmingham £3.50, SVR £5.50. Details: Chiltern Trains, 1 Druids Walk, Chinnor, Oxford.

Dec. 2 (Sat.). Wirral Rly Circle. "North Country Continental". Crewe (approx. 09.12, conn. Midlands N. Wales, Shrewsbury), Stockport (p.u.), Guide Bridge (p.u., conn. Liverpool, Manchester, N. Lancs.), Woodhead, Lincoln, Sleaford avoiding line, Spalding to Peterborough (for NVR "Santa Special") returning via Leicester (s.d.) Birmingham N.S. (s.d.), Wolverhampton (s.d.) and Stafford (s.d.) to Crewe (approx. 21.00). First class stock requested. Motive power requested: "40" throughout with "76" Guide Bridge–Sheffield and Continental steam and stock on NVR. Fare: £5.75 (child £3). NVR £1.40 extra. Details: D. Southern, 45 Queens Ave., Meols, Wirral, Merseyside L47 0LS.

Dec. 2 (Sat.). M&GNJRS. "Father Christmas". Great Yarmouth, Norwich, Attleborough, Thetford, Ely, Cambridge, Tottenham Hale and Willesden Jc. to Canterbury for shopping or steam ride on Kent & E. Sussex Rly. Presents and visit to Santa for children. Details: M&GNJRS (above).

Dec. 2 (Sat.). Scottish RPS. Cumbernauld, Falkirk, Linlithgow, Edinburgh and Carstairs to Euston and return. BR coaches and buffet car. Fare: first-class £14, second-class £10. Details: SRPS Railtours, Wallace St., Falkirk, Stirlingshire FK2 7DR.

Dec. 9 (Sat.). M&GNJRS. "Santa Special". Euston (approx. 09.15), Harrow, Watford Jc., Hemel Hempstead, Bletchley, Northampton and Rugby to Wolverhampton for steam ride on Severn Valley Rly. Presents and visit to Santa for children. Buffet car. Details: M&GNJRS (above).

OVERSEAS TOURS

Note: unaltered tours in November and December already listed in the October issue, are not repeated below.

Nov. 3-5, 10-12, 17-19 (Fris.-Suns.). Alec Bristow (Travel) Limited. Afternoon flight

water and reposition the 13 coaches of the special which overlapped the nine coach-long loop at Crianlarich.

Mr. Bellass also apologises to tour patrons who were denied some advertised "rare curves" on North Clydeside on the outward journey because of the late running, and also for confusion over the advertised run to Crianlarich Lower Station Yard which was applied for, approved by one section of BR, but then countermanded by "Higher Authority" after tickets and route information had been posted to passengers.

Gatwick–Strasbourg for excursion to Mulhouse Railway Museum and/or Schlumpf Motor Museum (Sat.) and coach trip through Vosges Mountains (Sun.) before evening flight to Gatwick. Fare (inc. twin-bedded room, flights, transfers, excursions, b&b and lunch on last day): £99.50. Details: Alec Bristow (Travel) Limited, Groups Division, 64 High St., Esher, Surrey (Esher 66647).

Dec. 27-31 (Wed.-Sun.). Warwicks. Rly. Soc. By air to Izmir for Turkish steam. Details: P. R. G. Kennard, 145 Fulford Hall Rd., Tidbury Green, Solihull, West Midlands B90 1QY.

Jan. 20-Feb. 16 (Sat.-Fri.). Rly. Travel & Photography. To Pakistan, the Philippines and Indonesia visiting all remaining steam centres. Details: Rly. Travel & Photography, 4 Spreadoaks Drive, Stafford ST17 4RP (0785 63560).

VISITS

Nov. 4 (Sat.). Inter-City Rly. Soc. (ICRS). By rail and coach from Bristol to Southern Scotland inc installations at Motherwell, Hamilton, Eastfield, Ayr and Glasgow Works. Fare: £10. Bookings: S. Guppy, 12 Eskdale, Thornbury, Bristol, Avon.

Nov. 4 (Sat.). ICRS. By rail from Bristol to Southern Scotland inc. installations at Haymarket, Grangemouth, Millerhill, Stirling and Fife stabling points. Fare: £9. Bookings: S. Guppy (above).

Nov. 4 (Sat.). Southern Electric Group (SEG). Salisbury Signalbox. Details: P. J. Greenhow, 117 Sunnymead Ave., Gillingham, Kent ME7 2EA.

Nov. 4 (Sat.). Termini Enthusiasts (TE). By rail from London to Swindon for works only. Details: TE, 4 Cecil Ave., Wembley, Middx. HA9 7ED.

Nov. 4 (Sat.). D1052 Western Viceroy Loco. Soc. (D1052 Soc.). Derby Works only. Meet Siddals Rd. entrance 13.45. Charge: 50p (acc. juv. 25p). Details: D1052 Soc., 136 Dean St., Derby.

Nov. 5 (Sun.). D1052 Soc. By road from Derby (11.20) to Crewe for Loco. Works. Fare: £3.75 (acc. juv. £2.85). Persons joining at Crewe 50p (acc. juv. 25p). Details: D1052 Soc. (above).

Nov. 5 (Sun.). Midland Railfans. Crewe Works only. Details: K. Taylor, 27 Bridge Ave., Cheslyn Hay, Walsall WS6 7EP (0922 414253).

Nov. 11 (Sat.). National Rly. Enthusiasts Assoc. (NREA). By road from Worcester, Droitwich, Bromsgrove, Birmingham, Burton and Derby to 11 installations in South Yorks. Fare (inc. permits): £7.75. Bookings: J. A. Byrne, 221 Upper Newtown Rd., Worcester WR5 1JB (0905 353842).

Nov. 11 (Sat.). Midland Railfans. From Wolverhampton, Walsall, Birmingham, Burton and Derby to S. Yorks. inc. Derby Works, Shirebrook, Barrow Hill, Tinsley and Doncaster Depot. Details: K. Taylor (above).

Nov. 11 (Sat.). ICRS. From Lancaster and Preston to installations in N.E. England inc. Bradford, Leeds, Darlington, Thornaby, York and Newcastle areas. Details: A. Loftus, 188 West Park Ave., Ashton, Preston, Lancs.

Nov. 11 (Sat.). European Rly. Soc. (ERS). Clapham Jc. Signalboxes. Details: R. Dunglison, 48 Firs Walk, Tewin Wood, nr. Welwyn, Herts.

Nov. 11 (Sat.). T.E. By rail from London to

Glasgow for installations in Glasgow and Edinburgh. Details: TE (above).
Nov. 12 (Sun.). NREA. Swindon Works. Meet London St. entrance 10.45. Charge: 50p (acc. juv. 25p). Bookings: J. A. Byrne (above).
Nov. 12 (Sun.). D1052 Soc. By road from Derby (03.45) to installations in London. Details: D1052 Soc. (above).
Nov. 12 (Sun.). Dalescroft Rly. Club. From Yorks. to Doncaster and Humberside. Details: R. Priestley, 11 Laithe Bank Drive, Holmbridge, Huddersfield, Yorks. HD7 1PL.
Nov. 15 (Wed.). ERS. Euston Control Office. Details: R. Dunglison (above).
Nov. 18 (Sat.). NREA. Crewe Works. Meet Goddard St. entrance 10.15. Charge: 50p (acc. juv. 25p). Bookings: J. A. Byrne (above).
Nov. 18 (Sat.). Cardiff & Avonside Rly. Soc. (CARS). From Cardiff, Newport and Bristol to motive power depots in the E. Midlands area and Derby Locomotive Works. Fare: £6. Details: R. J. Perry, 5 High Park, Knowle, Bristol BS14 9AH (Bristol 779650).
Nov. 18 (Sat.). TE. By rail from London to Sheffield for installations in S. Yorks. and N. Midlands, inc. Derby Works, Tinsley and Totem. Details: TE (above).
Nov. 19 (Sun.). NREA. By road from Worcester, Droitwich, Bromsgrove and Birmingham to 16 installations in Bristol and Birmingham areas. Fare, inc. permits: £6.50. Bookings: J. A. Byrne (above).
Nov. 25 (Sat.). TE. By rail from London to Plymouth for a day in Devon. Details: TE (above).
Nov. 26 (Sun.). ICRS. Meet Doncaster Station (08.40) or Doncaster Works entrance (08.55) for works and first 20 bookings to depot also, provided travel has been by rail. Works fee: 40p. Bookings: D. A. Jones, 4 Goathland Rd., Woodhouse, Sheffield, S. Yorks.
Nov. 26 (Sun.). CARS. From Cardiff, Newport and Bristol to motive power depots in Doncaster and Leeds areas, plus Doncaster Works. Fare: £6. Details: R. J. Perry (above).
Nov. 26 (Sun.). D1052 Soc. By road from Derby (11.20) to Crewe Works. Fare: £3.75 (acc. juv. £2.85). Persons joining at Crewe 50p (acc. juv. 25p). Details: D1052 Soc. (above).

MEETINGS

Nov. 1 (Wed.). Stephenson Loco. Soc. (SLS). Lovell Room, United Reform Church, Widmore Rd., Bromley, Kent. 19.30. "London to Birmingham by Great Western" (illus.): J. Norris.
Nov. 1 (Wed.). SLS. Carnegie Room, Central Library, Luton 19.30. "Members' papers".
Nov. 2 (Thu.). Cambridge University Rly. Club (CURC). Old Music Room, St. Johns College, Cambridge. 20.25. "Recent accidents and their influence on railway signalling and engineering practices": Maj. P. Oliver, Railway Inspectorate.
Nov. 3 (Fri.). Rly. Club. Kingsway Hall, Kingsway, London WC2. 19.00. "Industrial democracy on the Southern Region": L. Singleton.
Nov. 3 (Fri.). SLS. Settlement Community Centre, St. Pauls Rd., Middlesbrough. 19.30. "North British Rly." (illus.): C. J. B. Sanderson.
Nov. 3 (Fri.). Main Line Steam Trust (MLST). Village Institute, Manor Drive, Sileby, Leics. 19.30. "Age of steam" (illus.): R. Willis.
Nov. 3 (Fri.). Steam Safaris/Continental Rly. Circle. Room 517, University of Aston, Birmingham. 19.30. "Steam in Europe and beyond": G. Monks.
Nov. 3 (Fri.). Rly. Correspondence & Travel Soc. (RCTS). 14 Whiteladies Rd., Clifton, Bristol. 19.30. "Travels in search of steam": J. Sloane.
Nov. 3 (Fri.). RCTS. Carnforth Hotel, Lancaster Rd., Carnforth. 19.15. "Rly. signalling": R. Foster.
Nov. 4 (Sat.). RCTS. Rly. Institute, Leigh Rd., Eastleigh. 18.45. "Continental steam": M. Giles.
Nov. 6 (Mon.). SEG. Up Platform Buffet, Worthing Station. 19.30. "Swanage Rly. project": M. Stollery.
Nov. 6 (Mon.). Matlock Rly. Club. Club Room, Crabtree Inn, Smedley St., Matlock.

20.00. "Ashover and Leek & Manifold Valley Light Rlys." (illus.): C. W. Rawlins.
Nov. 6 (Mon.). Worcester Locomotive Soc. (WLS)/Cheltenham Rly. Colour Group. The Lypiatts, Lansdown Rd., Cheltenham. 19.30. "Steam in Spain and Portugal" (illus.): D. R. G. Nowell.
Nov. 6 (Mon.). Loco. Club of Great Britain (LCGB). "Starting Gate", Station Rd., Wood Green, London N22. "A day in the life of a main-line terminal" (illus.): J. C. Rogers.
Nov. 6 (Mon.). RCTS. EMEB Sports Club, Angel La., Northampton. 19.30. "Overland to Macaw": J. Story.
Nov. 7 (Tue.). RCTS. YMCA Peter St., Manchester. 19.30. "Productivity": P. J. McCarthy, BR, Crewe.
Nov. 7 (Tue.). Great Western Soc. (GWS). Recreation Centre, Bridgend, Glam. 19.30. "Railway age of Wales": R. Barnes.
Nov. 7 (Tue.). N. Yorks. Moors Historical Rly. Trust. Centenary Chapel, St. Saviourgate, York. 19.30. "Scarborough & Whitby Rly.": J. R. Lidster.
Nov. 7 (Tue.). Durham University Rly. Soc. (DURS). Elvet Riverside I Building, New Elvet, Durham. 20.15. "25 years of rail photography in the North East": I. S. Carr.
Nov. 8 (Wed.). Bradford Rly. Circle. Gillington Baptist Church, Washington St., Bradford 8. 19.30. "Ten years back—part 2": J. W. Holroyd.
Nov. 8 (Wed.). Gravesend Rly. Enthusiasts Soc. Holy Trinity New School, Wellington St., Gravesend. 19.45. "Carriage cleaning" (illus.): G. Mackley.
Nov. 8 (Wed.). Severn Valley Rly. Brunswick House, 30 Wandsworth Rd., Vauxhall, London SW8. 20.00. "Dart Valley Rly." (illus.): J. Brodrribb.
Nov. 8 (Wed.). SLS. YMCA, Albion Place, Leeds. 18.30. "Up the Khyber and beyond": Bill Alborough.
Nov. 9 (Thu.). LCGB. St. Michaels Parish Centre, St. Michaels, St. Albans. 19.30. "Rly. experiences in France": R. H. N. Hardy.
Nov. 9 (Thu.). CURC. Old Music Room, St. Johns College, Cambridge. 20.25. "Gresley trophy competition". Judge: G. Skelsey.
Nov. 9 (Thu.). Southern Forum. Abbey Community Centre, 29 Marsham St., London SW1. 19.15. "Isle of Wight Rly.": R. Silsbury.
Nov. 10 (Fri.). GWS. "Craigmore", Woodlands Rd., Ashurst, Southampton. 19.30. Members' slides and films.
Nov. 10 (Fri.). Stour Valley RPS/LCGB. Quaker Meeting House, Church St., Colchester. 19.30. "Early days of GER shipping": J. Swieszkowski.
Nov. 10 (Fri.). London Underground Rly. Soc. Hammersmith Town Hall, London W6. 19.15. "Rly. timetable compilation": D. Fox.
Nov. 10 (Fri.). RCTS. Lecture Room, City Museum, Priestgate, Peterborough. 19.00. "South American steam".
Nov. 10 (Fri.). W. Somerset Rly. Assoc. St. Pauls Church Hall, York Rd., Reading. 19.45. "Chinese Rlys.": P. Privett.
Nov. 10 (Fri.). SLS. Community Assoc., Ravensworth Rd., Birtley, Newcastle. 19.15. Pie and peas supper.
Nov. 10 (Fri.). LCGB. "Royal Oak", Quorn, Leics. 19.30. "British Midland Airways": Capt. N. Brewitt.
Nov. 10 (Fri.). SLS. Station Meeting Room, Platform Four, Citadel Station, Carlisle. 19.00 "Industrial locos. of the north": L. Charlton.
Nov. 10 (Fri.). LCGB. Welcome Hall, Gillingham Rd., Gillingham, Kent. 19.45. "Col. Stephens and his railways" (illus.): P. Shaw.
Nov. 10 (Fri.). Plymouth Rly. Circle. Hyde Park Hotel, Mutley Plain, Plymouth. 19.30. "From pointsman to panel in Plymouth": L. W. Crosier.
Nov. 11 (Sat.). SLS. YMCA, Albion Place, Leeds. 18.30. "Rly. reminiscences": E. Clarke.
Nov. 11 (Sat.). Plymouth Rly. Circle. Davie Hall, Clifton Place, North Hill, Plymouth. 19.30. Annual re-union and 30th anniversary celebration.
Nov. 11 (Sat.). Bournemouth Rly. Club. Conference Room, Down Side Approach, Bournemouth Station. 14.45. "Steam and diesel experiences": R. H. N. Hardy.
Nov. 11 (Sat.). Great Central Rly. Soc. Gregory House, Brunswick Sq., London WC1. 14.00–17.00. Annual re-union. Guest speaker, bookstall sales.
Nov. 13 (Mon.). RCTS. BR Staff Club, Coventry Station. 19.30. "Poles apart (steam in Poland)": Dr. G. B. A. Veitch.
Nov. 13 (Mon.). LCGB. Grosvenor Centre, Ashburnham Rd., Bedford. 19.30. "Eastleigh Loco. Works and its products" (illus.): M. Bacon.
Nov. 13 (Mon.). Plymouth Rly. Circle. Hyde Park Hotel, Mutley Plain, Plymouth. 19.30. "The 30 PRC years": D. C. Organ.
Nov. 14 (Tue.). DURS. Elvet Riverside I Building, New Elvet, Durham. 20.15. Members' slides.
Nov. 14 (Tue.). Southampton University Transport Soc. Room G3, Geography Dept., Southampton University, Highfield, Southampton. 19.30. "Why trolleybuses?" (illus.): G. Burrows.
Nov. 14 (Tue.). Bulleid Soc. Sidney Walter Youth Centre, Sussex Rd., Worthing. 19.45. "150 years of railway safety": N. Stanbury.
Nov. 14 (Tue.). Meon Valley Loco. Soc. St. Peters Parish Hall, Free St., Bishops Waltham, Hants. 20.15. "Southern steam" (illus.): B. Eagles.
Nov. 14 (Tue.). WLS. Chequers Bridge Centre, Painswick Rd., Gloucester. 19.30. "African giants": M. Squires.
Nov. 14 (Tue.). Thompson Bl. Loco. Soc. "Silver Cup", A6, Harpenden, Herts. 20.00. Railtour films and slides.
Nov. 14 (Tue.). Oxfordshire Rly. Soc. Dept. of Psychology, Parks Rd., Oxford. 19.30. "Great Central Rly.": P. Gulland.
Nov. 15 (Wed.). Rly. Study Assoc. London School of Economics, Houghton St., Aldwych, London WC2. 18.00. "Operating an urban railway": J. G. Bruce, Chief Operating Manager (Rlys.), LTE.
Nov. 15 (Wed.). Monkwearmouth Station Museum Assoc. Music Hall Museum, Garden Place, Sunderland. 19.00. "Bowes Railway": C. E. Mountford.
Nov. 15 (Wed.). Festiniog Rly. Soc. "Richard III", Highcross St., Leicester. 19.45. "Some rly. days": G. Hilditch (Leicester City Transport).
Nov. 15 (Wed.). Kent & E. Sussex Rly. White Horse Inn, High St., Rainham, Kent. 19.30. Illus. talk by Maunsell Loco. Soc.
Nov. 15 (Wed.). Midland Rly. Trust. "Mitre", Osmaston Rd., Allenton, Derby. 19.30. "Highways and byways of the MR" (illus.): V. R. Webster.
Nov. 15 (Wed.). Kent & E. Sussex Rly. Centrepiece, Bank St., Ashford, Kent. 19.30. "Severn Valley preservation": D. J. Porter.
Nov. 15 (Wed.). Foxcote Manor Soc. RAOB Club, 37 City Rd., Chester. 19.30. "Preservation of the Talyllyn Rly." (illus.): F. L. Smith.
Nov. 15 (Wed.). SEG. Friends Meeting House, Park La., Croydon. 19.15. "Rly. signalling": K. Howard.
Nov. 16 (Thu.). SLS. Lyonsdown Church Hall, Lyonsdown Rd., New Barnet, Herts. 19.30. "Introducing High Speed Trains on the ECML" (illus.): D. Russell.
Nov. 16 (Thu.). Festiniog Rly. Soc. Grove Inn, Back Row, Victoria Rd., Leeds. 19.30. "Festiniog memories": J. Alexander.
Nov. 16 (Thu.). SLS. Friends Meeting House, Jesus La., Cambridge. "The RH & DR" (illus.): B. Digby.
Nov. 16 (Thu.). CURC. Old Music Room, St. Johns College, Cambridge. 20.25. "Is line clear? Developments in rly. signalling": G. Kitchenside.
Nov. 16 (Thu.). Marlow & District Rly. Soc. "Marlow Donkey", Station Rd., Marlow, Bucks. 20.00. Members' short talks.
Nov. 16 (Thu.). RCTS. Carlton Hotel, Parabola Rd., Cheltenham. 19.30. "Development of loco-hauled coaches, 1948–78": member of Rly. Technical Centre, Derby.
Nov. 16 (Thu.). LCGB. "Old Still", King St., Wolverhampton. 19.45. Annual colour slide competition (entrance fee 3p per slide). First prize: 1979 LCGB subscription.
Nov. 17 (Fri.). SLS. Rly. Institute, Queen St., York. 19.30. "Compound interest, Worsdell to Gresley": K. Hoole.
Nov. 17 (Fri.). GWS. Black Horse Hotel, Bridge St., Taunton. 19.45. "Linesiding in

South Africa": A. Bulmer.

Nov. 17 (Fri.). Rly. Club of Wales. "Builders Arms", Lower Oxford St., Swansea. 20.00. "Bulleid Pacifics in action" (illus.): B. Owen.

Nov. 17 (Fri.). GWS. Palmer Building, Reading University, Whiteknights Park, Reading. 19.30. "Development of the 4-4-0 on the GWR, HR and LYR": J. R. Nixon.

Nov. 17 (Fri.). Gosport Rly. Soc. Parish Centre, Trinity Green, Gosport, Hants. 20.00. AGM and photographic competition.

Nov. 18 (Sat.). Bournemouth Rly. Club. Conference Room, Down Side Approach, Bournemouth Station. 19.30. Talk by member of Mid-Hants Rly.

Nov. 18 (Sat.). RCTS. Trade Union Centre, 81 Carlton Place, Glasgow. 15.00. "Clyderail project": J. K. Adam.

Nov. 20 (Mon.). West Middlesex Rly. Soc. Southall Community Centre, Bridge Rd., Southall, Middx. 19.45. "My footplate life on the LNER, 1939-59" (illus.): D. Fendy.

Nov. 20 (Mon.). RCTS. EMEB Sports Club, Angel La., Northampton. 19.30. Quiz v LCGB Bedford.

Nov. 20 (Mon.). RCTS. Town Halls Tavern, Brunswick St., Liverpool 2, 19.45. "Steam Safari to Kenya": E. Berry.

Nov. 20 (Mon.). Matlock Rly. Club. Club Room; Crabtree Inn, Smedley St., Matlock. 20.00. "Buxton—men and engines" (illus.): M. Bentley.

Nov. 21 (Tue.). SLS. Room S75, London School of Economics, Houghton St., London WC2. 19.00. "Mid-Hants Rly." (illus.): J. Pitt.

Nov. 21 (Tue.). GWS. BRSA, Temple Meads, Bristol. 19.30. "Steam and diesel in recent years" (illus.): J. Hodgetts.

Nov. 21 (Tue.). WLS. H. P. Bulmer Limited, Coffee Lounge, Ryelands St., Hereford. 19.30. "Vintage steam by a true gourmet": A. T. Dowding.

Nov. 21 (Tue.). N. Yorks. Moors Rly. Abbey Community Centre, 29 Marsham St., London SW1. 19.15. "Commercially-available colour slides" (illus.): M. Fisher.

Nov. 21 (Tue.). S. Beds. Loco. Club. Beech Hill High School, Dunstable Rd., Luton, Beds. 19.30. Slides: D. G. Mills.

Nov. 22 (Wed.). Bradford Rly. Circle. Girlington Baptist Church, Washington St., Bradford 8. 19.30. "30 years of BR": D. Butterfield.

Nov. 22 (Wed.). MLST. St. James Church Hall, Lansdowne Rd., Leicester. 19.30. "Travel by train" (illus.).

Nov. 22 (Wed.). RCTS. County Hotel, Abercromby Place, Edinburgh. 19.30. "Trains of thought in the '30s and '40s": D. H. Bayes.

Nov. 22 (Wed.). SLS. Loco. Sports & Social Club, Calvert St., Derby. 19.30. "Bluebell Rly." (illus.): D. Westcott.

Nov. 23 (Thu.). Irish Rly. Record Soc. Fred Tallant Hall, 153 Drummond St., London NW1. 19.15. "Memories of Irish rlys." (illus.): Fr. J. Brennan.

Nov. 23 (Thu.). RCTS. Victoria Hotel, Bradford. 19.30. "Stafford Rd. Works, Wolverhampton": the Rev. Dr. Tipper.

Nov. 23 (Thu.). CURC. Old Music Room, St. Johns College, Cambridge. 20.25. "Lessons learned in 37 years of railway work": R. Hardy.

Nov. 23 (Thu.). Wakefield Steam Loco. Soc. "Gardners Arms", Crigglestone, Wakefield. 19.30. Annual photo competition and films.

Nov. 24 (Fri.). N. Wales Rly. Circle. Lecture Room, Rhyl Station, Clwyd. 19.30. Talk: T. J. Anderson, BR.

Nov. 24 (Fri.). Gravesend Rly. Enthusiasts Soc. Holy Trinity Old School, Milton Rd., Gravesend. 19.45. Colour Slide competition.

Nov. 24 (Fri.). RCTS. Railway Hotel, Butler St., Preston. 19.30. "Rly. scene, 1978": D. Rodgers.

Nov. 24 (Fri.). SLS. Room 36, Central Station, Newcastle. 19.00. "Sounds of the steam age": P. Handford.

Nov. 25 (Sat.). Plymouth Rly. Circle. Swan Inn, Kenwyn St., Truro. 18.30. "Darjeeling to Dover": B. Mills.

Nov. 25 (Sat.). SLS. Bourne Hall, Spring St., Ewell, Surrey. 19.00. "Twixt Tyne and Lune" (illus.): N. Wilkinson.

Nov. 25 (Sat.). MLST. St. James Church Hall, Lansdowne Rd., Leicester. 19.30. "An evening with the Coastal Cruising Assoc." (illus.).

Nov. 25 (Sat.). M&GNJRS. Chantry Hall,

Norwich. 14.00. Talk: K. Saunders.

Nov. 27 (Mon.). Plymouth Rly. Circle. Hyde Park Hotel, Mutley Plain, Plymouth. 19.30. "PRC tour of E. Germany": W. Rickard.

Nov. 28 (Tue.). Rly. Preservation Soc. of Ireland. St. Judes Church Hall, Sunnyside St., Belfast. 19.30. "Ten years ago".

Nov. 28 (Tue.). Welshpool & Llanfair Lt. Rly. Preservation Co. Ltd. Lord Nelson Hotel, Hotham St., Liverpool 3. 20.00. "Decline of steam in the '60s" (illus.): C. W. F. Smith.

Nov. 28 (Tue.). DURS. Elvet Riverside 1 Building, New Elvet, Durham. 20.15. "Western Region passenger business from the mid-1970s to 1980": G. C. Pettitt, Chief Passenger Manager, WR.

Nov. 28 (Tue.). Great Central Rly Soc. Fred Tallant Hall, 153 Drummond St., London NW1. 19.15. "GW and GC" (illus.): B. Leslie.

Nov. 28 (Tue.). WLS. "Old Pheasant", New St., Worcester. 20.00. "Steam in E. Germany": A. Smith.

Nov. 29 (Wed.). MLST. Central Library, Granby St., Loughborough. 19.30. "Forward—by train, tram and steamer" (illus.): R. V. Foxon.

Nov. 29 (Wed.). Bulleid Soc. Brunswick House, 20 Wandsworth Rd., London SW8. 19.30. "Pacific steam" (illus.): C. Gammell.

Nov. 29 (Wed.). Midland Rly. Trust. "Black Horse", Rathbone Place, London WI. 19.15. "Iberian steam": R. Minter and R. Stevens.

Nov. 29 (Wed.). Stour Valley RPS. Windmill Hall Annex, St. Marys La., Upminster. 19.30. "Top shed": P. Townend.

Nov. 29 (Wed.). SLS. YMCA, Albion Place, Leeds. 18.30. "Vincent's Vaudeville": R. Vincent.

Nov. 30 (Thu.). LCGB. YMCA, Lansdowne Rd., Croydon. 18.30. "LBSCR stations in the London area": C. Boyd-Wallis.

Nov. 30 (Thu.). European Rly. Soc. Oak Room, Kingsway Hall, Kingsway, London WC2. 19.00. "Rhedol dragon" (illus.): C. Conway.

FILM SHOWS

Nov. 1 (Wed.). Stour Valley RPS. St. Johns School, Stock Rd., Billericay, Essex. 20.00. LT films.

Nov. 1 (Wed.). Warwicks. Rly. Soc. Post Office Social Club, Thorp St., Birmingham. 19.30. Films.

Nov. 3 (Fri.). Rly Club of the New Forest. Malt Hall Theatre, Community Centre, Lymington. 19.30. "Classic rly. film evening".

Nov. 7 (Tue.). S. Beds. Loco. Club. Beech Hill High School, Dunstable Rd., Luton, Beds. 19.30. 8 mm. film of club visits and tours.

Nov. 10 (Fri.). RCTS. County Hotel, Abercromby Place, Edinburgh. 19.30. Films: W. A. Camwell.

Nov. 11 (Sat.). GWS. Wyvern Theatre, Swindon. 19.30. Rly. films, inc. "Today and Every Day".

Nov. 12 (Sun.). John Huntley, Fulcrum Cinema, Slough. 19.45. "Steam rlys. and the cinema". Scenes from "Orient Express", "Oh! Mr. Porter", "The General", "The Railway Children" and others.

Nov. 13 (Mon.). Matlock Rly. Club. Club Room, Crabtree Inn, Smedley St., Matlock. 20.00. "Diesel Locos.", "The Locomotive" and "Journey for Jeremy".

Nov. 15 (Wed.). Welsh Highland Lt. Rly. Grove Inn, Leeds. 19.30. "Danish preservation": M. Hindes.

Nov. 16 (Thu.). John Huntley. Paris Cinema, Coventry. 19.30. "Steam on the Midland".

Nov. 18 (Sat.). Cornwall Rly. Soc. Ambulance Hall, Redruth. 18.30. BT films.

Nov. 20 (Mon.). S. Coast Entertainment Associates Ltd. Carlton Cinema, Westgate-on-Sea, Kent. 19.30. "Steam on the North Eastern": John Huntley. Adm. £1.25. Bookings: South Coast Entertainment Associates Limited, Carlton Theatre, St. Mildreds Rd., Westgate-on-Sea, Kent CT8 8RL.

Nov. 21 (Tue.). Thompson Bl Loco. Soc. Civic Hall, St. Albans. 19.30. "Steam on the North Eastern": John Huntley.

Nov. 22 (Wed.). SLS. Ilford & W. Essex MRC Rooms, Chadwell Heath Station, Essex. 20.00. 16 mm. films, inc. Shap and Ais Gill: T. Gladman.

Nov. 24 (Fri.). Steam Safaris. Training Lecture

Room, Dunford Hadfield Limited, Tinsley, Sheffield. 19.30. "South America": L. Tindall.

Nov. 24 (Fri.). Sutton & Carshalton Model Rly. Soc. Central Library, Sutton. 20.15. "Steam on the Southern": John Huntley.

Nov. 25 (Sat.). John Huntley. Central Hall, Stockport, Cheshire. 19.30. "Steam rlys. of Lancashire".

Nov. 26 (Sun.). John Huntley. Romiley Forum, Stockport, Cheshire. 14.30. "Steam on the Southern".

Nov. 27 (Mon.). LCGB. Grosvenor Centre, Ashburnham Rd., Bedford. 19.30. BT films.

Nov. 27 (Mon.). Matlock Rly. Club. Club Room, Crabtree Inn, Smedley St., Matlock. 20.00. "Oh! Mr. Porter".

Nov. 28 (Tue.). John Huntley. Playhouse, Weston-super-Mare. 19.30. "Steam on the Great Western".

EXHIBITIONS

Until Nov. 2 (Thu.). David Shepherd. Tryon Gallery, 41/42 Dover St., London WI. Paintings of African and Indian wildlife and latest railway painting "Black Five Country". Mon.-Thu. only, 09.30-18.00.

Oct. 28-Nov. 12 (Sat.-Sun.). Swiss Federal Rlys. (SBB) and Swiss Industries Fair (MUBA). "Railways, Original and Model". Basle, Switzerland. Exhibits from Germany, France and Switzerland. Reduced rate travel over SBB for exhibition visitors. Details: "Railways, Original & Model", Schweizer Mustermesse, Postfach, CH-4021, Basle, Switzerland.

Oct. 21-Nov. 19 (Sat.-Sun.). Welsh Arts Council. National Museum of Wales, Cardiff. "Evolution of Engineering Drawings".

Until Nov. 26 (Sun.). Tyne & Wear County Council Museums. Monkwearmouth Station Museum, North Bridge St., Sunderland. "Model engineering"— $\frac{1}{2}$ in. scale models of steam locos. Mon.-Sat. 10.00-18.00; Sun. 14.00-17.00. Adm. free.

Nov. 1-11 (Wed.-Sat.). Rly. Enthusiasts Club. Farnborough Library, Hants. "Fascination of Railways". Open during library hours. Adm. free.

Nov. 4/5 (Sat./Sun.). Rly. Enthusiasts Club. Farnborough Community Centre, Farnborough, Hants. "Jubilee Transpo"—model rlys., films and other exhibits. Sat. 11.00-18.00; Sun. 11.00-16.00. Adm. 25p (child and o.a.p. 10p).

Nov. 11 (Sat.). GWS. Town Hall, Belgrave St., Reading. Model rlys., working layouts, relics, films and refreshments. 10.00-18.00. Adm. 40p (child and o.a.p. 20p).

Nov. 11/12 (Sat./Sun.). Norbury & S. London Transport Club. Sir Philip Game Recreation Centre, 38 Morland Ave., Croydon, 34th exhibition. Seven working rly. layouts, auction of transport relics on Sat. at 18.30. Sat. 12.00-20.30; Sun. 11.15-18.00. Adm. 25p (child 10p, family 60p).

Nov. 17-19 (Fri.-Sun.). Newcastle & District Model Rly. Soc. Guildhall, Quayside, Newcastle-on-Tyne. Model rlys. 12 layouts, trade stands and refreshments. Fri. 12.00-21.00; Sat. 10.00-21.00; Sun. 10.00-19.00. Adm. 30p (child and o.a.p. 15p).

Nov. 17-19 (Fri.-Sun.). Pendle Forest Model Rly. Soc. Civic Theatre, Stanley St., Nelson, Lancs. Model rlys. Seven layouts, trade stands and refreshments; films Sat. and Sun. p.m. Fri. 18.00-21.00; Sat. 10.00-21.00; Sun. 10.00-18.00. Adm. 30p (child and o.a.p. 15p).

Nov. 18 (Sat.). East Herts. Miniature Rly. Age Concern Hall, Ware, Herts. Model rlys. Five working layouts, trade stands, live steam and model engineering. 11.00-18.00. Adm. 25p (child and o.a.p. 10p).

Nov. 25 (Sat.). Kent & E. Sussex Rly. King Charles Hall, Warwick Park, Tunbridge Wells, Kent. Model rlys. 10.30-18.00.

Nov. 25/26 (Sat./Sun.). National Children's Home/Fairbourne Rly. National Children's Home, Brampton Hall, Princess Alice Drive, Chester Rd. North, Sutton Coldfield, West Midlands. Model rlys. Approx. six layouts, relics, slide show and refreshments. Sat. 10.30-19.30; Sun. 11.00-17.30. Adm. 20p (child 10p).

Nov. 25/26 (Sat./Sun.). Bracknell Rly. Soc. Priestwood Community Centre, Bracknell, Berks. Model rlys. 14.00-18.00 both days. Adm. 25p (child and o.a.p. 15p).

traffic & traction

LONDON MIDLAND REGION

CLASS "37"s have been noted working passenger trains in the Birmingham area recently, with the 07.30 Birmingham New Street-York seeing "37"-haulage on a number of occasions. On August 11 it was hauled by No. 37 080, while four days later 37 276 was noted. On August 25 No. 37 246 worked this train. Other "37"s seen on passenger duty in the same area during the period under review have included 37 124, which worked a football special from Sheffield to Witton on August 30.

The "24"s do not seem to be declining in popularity even if they are slowly declining in numbers. Many letters from class "24" admirers continue to form a large share of our LMR postbag. Among sightings during August have been that of No. 24 023 on an overhead-line maintenance train near Stafford on August 9, while on August 15 No. 24 047 powered the 17.55 Bangor-Crewe parcels. On August 25 No. 24 081 was noted on a Llandudno Junction-Holyhead freight, but also on that day sister engine 24 082 had a more onerous task being noted passing Warrington in charge of the 17.50 Manchester Victoria-Holyhead. On August 29 No. 24 081 worked the 17.55 Bangor-Crewe parcels, and on the following day a class "24" was again seen on passenger duty when 24 047 hauled a failed d.m.u. forming the 12.40 Shrewsbury-Crewe local service. The d.m.u. had expired shortly before departure and the "24" was commandeered at short notice to haul the defective unit.

Condemned SR electric and electro-diesel locomotives have been noted on LMR metals *en route* to scrap yards for breaking-up. By mid-August class "74" Nos. 74 001/4/7/8/9 were resident in Birds Scrapyard, Long Marston, near Stratford-upon-Avon, while a class "74", No. 74 010, was noted passing Kettering on August 18 presumably, our reader surmised, on its way to a scrapyard. However, as the "74" was in the company of "4-PEP" e.m.u. No. 4001 it may be possible that these items have been acquired by the magpies of the Railway Technical Centre at Derby.

Class "56" No. 56 036 has been seen carrying a garish modified livery. It was noted at Toton on August 17 displaying a large white BR double arrow insignia in the centre of its bodysides, large numerals, a silver roof, brown underframe, black cab window frames, and the cab side painted yellow.

On August 16 the 10.25 Nottingham-Glasgow was worked by a pair of class "25"s, Nos. 25 115 and 25 133. On August 23 the 16.40 Glasgow-Manchester was unusually worked by an "82", No. 82 004. Class "37" No. 37 029 was an unusual sight on the WCML at Wigan on August 29, when it passed through in charge of a northbound oil tanker train.

For London Midland Region information we are indebted to Messrs. D. J. Andrews, J. H. Bagguley, A. C. Bennett, D. C. Bratt, B. J. Bubb, T. C. Brockington, M. Chapman, D. Coates, E. R. Cook, C. M. Cotter, C. P. Darvill, M. Eckett, K. G. Edwards, G. Evans, D. H. Fry, D. Godfrey, C. J. Ganley, D. J. Greenwood, A. D. Healey,

K. V. Hooper, C. G. Howell, M. James, S. D. Jolly, R. C. Jones, T. Kemp, J. Kirby, S. Knight, K. Payne, D. Plimmer, I. Riley, N. Roberts, M. Southall, J. R. Tardif, P. Thacker and M. P. Walker.

EASTERN REGION

CLASS "44"s continue to visit the ER, on a variety of workings from Toton yard. On July 28 an observer at Chesterfield noted No. 44 004, *Great Gable*, hauling a northbound freight; it returned home "light engine" later that evening. On August 18 another "44" was active in the same area when 44 007, *Ingleborough*, powered a freight from Spondon to Tinsley; this locomotive also worked back to the LMR "light engine". East Anglia also sees occasional visits by "44"s, usually to White-moor yard, March, where No. 44 004 was recorded on August 15.

Despite the introduction of HSTs on the East Coast Main Line, the motive power shortage on the Great Northern continued to be felt, particularly on summer Saturdays, when class "37"s are pressed into use on secondary services. A visit to Newcastle on September 2 revealed a comparatively large number of these locomotives in use. Those recorded by our correspondent included the 10.53 to Scarborough with No. 37 168 in charge, the 11.38 arrival from Birmingham with 37 069 at the head, and 11.53 arrival *ex*-Filey with 37 076 as motive power. The latter train arrives in Newcastle over King Edward Bridge and departs over the High Level bridge as the 12.19 to Scarborough. Other "37"s noted included 37 016 on a train from Edinburgh and 37 082 on the 16.41 arrival from Yarmouth.

On August 15 motive power resources in the Hull district must have been stretched to the full as the 11.45 Bridlington-Hull that day was noted entering Hull a few minutes late behind class "20" No. 20 065.

The future of the "Deltics" remains a topic for discussion: a reader states that at the time of writing one class "55", No. 55 001, *St. Paddy*,

No. 56 036, in experimental livery, passing Burton-on-Trent on September 1 (see accompanying notes)

Photo: R. Wilson





Photo: L. P. Gater

Surviving "Peak" 44 004 ("Great Gable") approaching Clay Cross South Junction on July 10 hauling an evening Toton-Tinsley freight

has been in Doncaster Plant nearly five months, even longer than 55 020, *Nimbus*, which was mentioned in our September notes. Another "Deltic" which has had a lengthy sojourn there is No. 55 004, *Queens Own Highlander*, which arrived on April 28 and was still "on works" in mid-August. Lack of spare parts is understood to be a major factor causing the detention of these locomotives and it is still possible that 55 020, which requires more attention than its sisters before return to service, may never re-emerge from the works. Withdrawal of the entire class is still predicted to be complete by the early 1980s.

For Eastern Region information we are indebted to the Revd. P. J. Dawson, and Messrs. T. N. Alder, S. Andrews, G. M. Auty, A. J. Belt, M. Bowen, S. J. Branek, R. Carvel, G. Childs, D. Cressey, J. E. Faulkner, T. H. Fisher, R. Fitzgibbons, K. Gambles, S. L. Hawkins, M. Hornsby, P. Ison, P. N. James, B. Macdermott, R. Peach, J. Riley, J. Stewart, S. Swingwood, P. Taylor and R. Watson; and "55 012 Crepello".

SOUTHERN REGION

CLASS "50" No. 50 044, *Exeter*, scored a notable "first" for its class on August 27 when it headed a tour from London Victoria to Weymouth and Westbury. The train was routed via East Putney, Basingstoke and the LSW main line to Weymouth, where the locomotive ran-round its stock before proceeding to Westbury. This is understood to be the first occasion that a machine of this type has visited Victoria. Later the same day the train was returned to Victoria by a pair of class "20"s, Nos. 20 150 and 20 152, which, like 50 044, were making the debut of their type in the terminal.

Over the weekend of August 19/20, Open Days were held at Chart Leacon Depot, Ashford. The range of rolling stock assembled for the occasion included a representative of almost every type of SR unit: those noted included e.m.u.s 7843, 7901, 425, 3011, 6113 and d.e.m.u. 1006. In addition the "4-EPB" with the re-furbished trailer, No. 5263, was present, as were withdrawn class "71" electric

locomotive 71 003 and various stores and de-icing units. Strangely, "4-CEP" and "4-CIG" units do not appear to have been represented: perhaps traffic requirements precluded the appearance of these types.

On August 29 a locomotive-hauled train formed an Eastbourne-Victoria relief using the stock of an excursion run the previous day from Brighton to Gloucester. A few days earlier, on August 25, a class "47", No. 47 030, was noted working the morning Clapham Junction-Kensington Olympia service: it later worked the "Night Ferry" stock from Victoria. On August 28 a pair of "4-SUB" units, Nos. 4695 and 4705, were a remarkable sight at Charing Cross prior to working the 17.20 service to Caterham.

A "3R" Tadpole unit, No. 1202, is reported to be running with one vehicle re-painted in blue/grey livery. It is understood that the unit has recently been overhauled at Eastleigh where the re-painting was presumably executed.

Withdrawn examples of class "71" and "74" locomotives are now being despatched to scrapyards for breaking-up; on August 2 Nos. 74 004/8/9 left Eastleigh for Long Marston, Nos. 74 001 and 74 007 following a day later.

For Southern Region information we are indebted to Messrs. R. Abbott, J. R. Bridges, S. Chambers, R. Derry, I. A. Graham, G. Hiscock, A. James, M. James, W. L. Jenkins, A. W. Lane, S. Linney, S. Marshall, N. Shadforth, M. Stuchbury, R. Vitler and G. L. Woollven; and "30506", "33 027", "44658" and "CC1".

SCOTTISH REGION

THE Glasgow-Oban line saw a fair variety of motive power on August 23; firstly the 08.07 Glasgow-Oban was powered by class "27" No. 27 021 while the next down train, the 12.55 ex-Glasgow, was worked by 25 025; then the 18.35 Glasgow-Oban was worked by class "26" No. 26 015. Earlier in the day the 12.20 Oban-Glasgow failed at Connel Ferry and had to be assisted by a class "27".

On the West Highland line the 08.36 Glasgow Queen Street-Mallaig was worked by class "37" No. 37 146 on July 27; however, our reader comments that all other trains observed on that day were class "27"-worked. Another visitor to the line a month later, on August 29, reports no "37"s but many "20"s in action on both passenger and freight services. Class "20" No. 20 089 brought the 12.50 ex-Mallaig into Fort William and this train was

Class "86" names

FOLLOWING naming of No. 86 101, *Sir William A. Stanier FRS* (RM October, page 471), all electric locomotives of classes "86/1" and "86/2" are to receive names. Those allocated so far are: 86 204, *City of Carlisle*; 86 205, *City of Lancaster*; 86 206, *City of Stoke on Trent*; 86 207, *City of Chester*; 86 208, *City of Lichfield*; 86 209, *City of Coventry*; 86 210, *City of Edinburgh*; 86 211, *City of Milton Keynes*; 86 212, *Preston Guild*; 86 213, *Lancashire Witch*; 86 214, *Sanspareil*; 86 215, *Novelty*; 86 216, *Meteor*; 86 217, *Comet*; 86 218, *Planet*; 86 219, *Phœnix*; 86 220, *Goliath*; 86 221, *Vesta*; 86 222, *Fury*; 86 223, *Hector*; 86 224, *Caledonian*; 86 225, *Hardwicke*; 86 226, *Mail*; 86 227, *Lady of the Lake*.

taken south to Glasgow by sister engine 20 109, which took the climb to Corrour in its stride. A following "Speedlink" freight, from Fort William to the south, was worked by 20 036 and 20 089. On August 31 yet more variety was noted on the line when the 16.38 Glasgow-Mallaig was seen running nearly an hour behind time with 27 105 piloted by 25 231; apparently the "27" had developed a fault at Bridge of Orchy and had the assistance of 25 231 from that point.

Triple-headed trains can still be observed on the Highland main line, though the increasing use of class "47"s on the route will doubtless soon make such sights a thing of the past. On August 13 a short freight was noted at Ballinluig behind 25 046, 25 062 and 40 162; the reason for extravagant use of motive power is not reported but it would seem likely that one or two of the machines were inoperable or were merely returning home after powering an unbalanced working. On August 19 the 13.10 Glasgow-Inverness was noted climbing towards Druimuachdar Summit behind a trio of class "26"s.

A passenger on the 08.54 Stirling-Inverness "Motorail" on August 4 had an unhappy journey: train engine 47 149 failed just north of Gleneagles and had to be rescued by sister engine 47 336. After detaching No. 47 149 at Perth 47 336 proceeded north as far as four miles short of Dalwhinnie where it failed, due to oil leakage. After about an hour class "25" No. 25 049 arrived on the scene and pushed the train into Dalwhinnie, but apparently was unable to assist further. A "37", No. 37 219, eventually arrived to assist and the train finally reached Inverness nearly three hours late.

A freight train derailment on the single-line viaduct just west of Montrose on September 1 blocked the East Coast Main Line. Although some services were diverted via Inverness—a detour which caused trains to arrive in Aberdeen four hours late—most passengers were ferried between Montrose and Arbroath in a fleet of buses.

For Scottish Region information we are indebted to the Revd. R. T. Hughes, Messrs. I. Anderson, S. D. Barker, P. R. Fry, I. Harper, N. C. Hawkins, D. H. Kerr, K. S. Mason, C. Menzies, B. Prince and G. Pullan; and "44658".

WESTERN REGION

IT is now more than eighteen months since the last "Westerns" were withdrawn, but some members of the class still lurk at the rear of Swindon Works awaiting breaking-up. On August 13 Nos. 1015/33/56/58/70/1 were noted there in company with two Pullman cars, *Ione* and car No. 54. In the scrapyard itself lie more class "52"s, Nos. 1009/11/2/21/2/5/8/34; cabs of Nos. 1001 and 1065 were also noted. Scrapping of "24"s proceeds apace and on this date only Nos. 24 079/84/5/134 were in evidence. Two preserved "Westerns" were also "on works", Nos. 1041, *Western Prince*, and 1048, *Western Lady*—our correspondent states that the latter looked a fine sight in a glossy coat of blue paint set off by newly-painted yellow cab ends and red buffer beams. Two other privately-owned "Westerns" were in the news during August when Nos. 1013, *Western Ranger*, and 1062, *Western Courier*, visited Cardiff Canton during the course of their journey from the Torbay & Dartmouth Railway to the Severn Valley Railway. The two machines, which were noted still at Canton depot on September 2, were understood to be having their



Photo: L. P. Gater

Cab ends from condemned class "24" No. 24 133 at Doncaster Locomotive Works on September 3, one of which still bore a "Cambrian Coast Express" label from a final passenger special run in January

wheels turned on the BR lathe there. However, this developed mechanical troubles and so the "52"s missed their advertised "Western Weekend" of September 23/24, not reaching the SVR until September 29.

The former LSWR Salisbury-Exeter line sees a wide selection of motive power despite its "Inter-City" passenger services being almost exclusively class "33" worked. A push-pull-fitted "33", No. 33 107, was noted hauling a pair of Bournemouth line "TC" units forming a relief Waterloo-Exeter service on August 25, while three days later a "47", No. 47 145, was seen passing the site of Templecombe Station in charge of an Exeter-Brighton excursion. Also on August 28 another variant of the SR class "33"—a Hastings-gauge locomotive, No. 33 212—was also noted at Templecombe on a Ramsgate-Honiton excursion. On August 31 class "50" No. 50 043, *Eagle*, was a stranger at Yeovil Junction powering a short freight train. Some rarities were also noted on the line during July; on July 24 the 06.15 from Exeter was "46"-hauled following a class "33" failure, while on July 28 the "33" at the head of the 11.00 from Waterloo caught fire at Yeovil Junction and a class "46" again had to come to the rescue.

Condemned SR locomotives of classes "71" and "74" have been noted on the WR en route to scrapyards for cutting up. On August 9 46 014 was noted towing 74 001/7/8 from Oxford to Birds' yard at Long Marston; the following day the same locomotive hauled Nos. 74 004/9 to the same destination. At the end of August class "71" Nos. 71 002/5/6 were noted dumped at Alexandra Dock, Newport, looking in a forlorn state prior to scrapping at Messrs. Cashmore's yard.

For Western Region information we are indebted to Messrs. G. W. Allway, P. S. Ardiff, P. J. Barlow, E. J. Busby, D. E. Canning, R. Derry, D. Gardener, N. J. Gooding, B. Hay, N. Hoskins, L. S. Groves, W. L. Jenkins, D. E. Jones, P. E. Pones, L. J. D. Lean, P. Mace, E. G. Matthews, I. D. Matthews, R. E. Porch, D. G. Price, D. Richards, J. G. G. Sharp, D. J. Sheild, N. I. B. Speller, A. S. Stephens, M. G. Tibbers and P. H. Thomas; and "Western Hussar".

MOTIVE POWER CHANGES

LOCOMOTIVE CONDEMNED: 03 050.

LOCOMOTIVES RE-ALLOCATED:

*Eastern Region: 08 008 - FH; 08 251 - TE; 08 339 - YK;
08 632 - to store; 08 775 - GD; 31 316 - IM; 37 029 - GD;
37 042/99/137/9 - MR; 47 093 - TE; 47 165 - TI; 47 169/80 -
SF; 47 291 - TI.*

DUAL BRAKE FITTED: 37 099.

DIESEL MULTIPLE UNIT CONDEMNED: 56430.



Photo: R. V. Purvis

Southern Petrol Inspection Car 346S at Exmouth Junction in May 1948

Inspection Car No. 346S

SOUTHERN REGION Petrol Inspection Car No. 346S which you first saw at Exmouth Junction on April 6, 1947, photographed there (above) on May 2, 1948, and last saw there on February 27, 1949, was built by Baguley Cars Limited, Burton-on-Trent, to the order of the Drewry Car Co. Ltd. and delivered to Mr. J. Petrie, District Engineer, London, Brighton & South Coast Railway, Fairfield, East Croydon Station, on March 15, 1915. The car number was 615 and it was fitted with a standard 20-h.p. four-cylinder Baguley petrol engine, leather cone clutch, three-speed gearbox, bevel-type forward and reverse box and chain drive to one axle. Its speeds were 8·82, 19·2 and 31·5 m.p.h. and its total weight was 1 ton 12 cwt. The works plate read: "Drewry 615 20 h.p. 4-cylinder".

Consistent with your first sighting of it, it was noted in the Civil Engineer's yard at Exmouth Junction, out of use, on July 15, 1947, but was reported to have been at Stewarts Lane in March/April 1948, off the rails at the back of the shed, though your photographing it at Exmouth Junction only a month later indicates that it was moved around, though whether under its own power or not is not known.

A list of locomotive allocations dated November 1, 1954, shows it allocated to the Engineer's Department at Redhill, though this does not necessarily mean it was located there; recollections suggest that at that time, or soon after, 346S was to be found at Lancing. Unfortunately, we have no record of the date of its withdrawal or subsequent disposal.

We are indebted to Mr. B. W. Rayner (Hon. Publications Officer) and Mr. S. C. Nash of the Southern Electric Group, and to Mr. W. R. Souster, Managing Director, Baguley-Drewry Limited, for information contained in this account.

Reply to: R. V. PURVIS

Railways in the Birmingham area

EXTENSION of the London & Birmingham Railway from Curzon Street to New Street Station was authorised by the L&B (Birmingham Extension) Act of August 3, 1846, and the line was opened by the London & North Western Railway on June 1, 1854. Further extension via Dudley Port to Wolverhampton High Level was authorised by the Birmingham, Wolverhampton & Stour Valley Railway Act of August 3, 1846. This line was leased by the LNWR in 1847 (in perpetuity from 1850) which, for reasons of railway politics in its contention with the Great Western Railway, delayed construction. The line was eventually opened to freight in February 1852 and to passengers on July 1 of the same year.

the why and the wherefore

First part of the line from Kings Norton to Saltley via Camp Hill, from Cofton to Camp Hill, was opened to passengers by the Birmingham & Gloucester Railway on December 17, 1840: this later became part of the Midland Railway, the "direct line" of which, from St. Andrews Junction (beyond Camp Hill) to Landor Street Junction (south of Saltley), was authorised in 1862 and opened during the first half of 1864. Before that, the Birmingham & Derby Junction Railway (later part of the MR) had opened its own passenger terminal at Lawley Street, Birmingham, on February 10, 1842. This passenger station was closed from May 1, 1851, when MR trains were diverted to Curzon Street; they were again diverted, this time into New Street, from July 1, 1854.

The Midland line from Kings Norton to Birmingham New Street via Bournville was authorised on July 31, 1871 as the Birmingham West Suburban Railway and opened on April 3, 1876. It now forms part of the West Midlands PTE Cross-City line from Longbridge to Four Oaks (RM July, page 332).

The first GWR line into Birmingham was the extension from Banbury to Snow Hill, opened on October 1, 1852, though the Birmingham station was not called Snow Hill until 1858. It was rebuilt in 1871 and again in 1909, and closed in 1968. Birmingham Moor Street Station was not opened until July 1, 1909 (passengers—goods on January 7, 1914).

Reply to A. R. FORD

BR Pacific names

THOUGH the name *Earl Kitchener* might have been considered for it, "Britannia" class "7" 4-6-2 No. 70043 always was *Lord Kitchener*. No. 70049 seems to have been the last of the class of 55 locomotives to be named, *Solway Firth*: however 70047 (alone) remained nameless throughout.

Names allocated for a further batch of ten class "6" Pacifics, Nos. 72010-9, which were intended but never built for the Scottish Region, were all "Clans", and we cannot trace that others such as *Hengist*, *Horsa*, *Canute*, *Wildfire* and *Firebrand* ever were officially announced as possibilities for more of these engines.

Reply to: T. C. RATHERAM

Widened Lines traffic

SINCE Eastern Region peak-hour Great Northern suburban trains were withdrawn, from November 8, 1976, the "Widened Lines" between Kings Cross and Moorgate (Metropolitan) are being used only by (now two each) up morning and down evening Mondays-Fridays through Midland line d.m.us. However, the route will be transformed by overhead electrification from Bedford, due to be completed in 1982, when it will carry a passenger service of up to 12 trains an hour in each direction. The junction with Metropolitan electrified tracks at Farringdon, at the west end of the station, is now divided between London Transport and the London Midland Region of British Railways, the latter having taken over responsibility for the Widened Lines. Work has begun on rebuilding the station which will become known as Kings Cross Midland.

Reply to: E. J. C. WARNER

literature

London's Local Railways. By Alan A. Jackson. David & Charles Limited, Brunel House, Newton Abbot, Devon. 9½ in. × 6 in. 384pp (incl. 32pp plates + 18 maps and line drawings). Price £12.50.—The task of researching local railways of the London area, and presenting their stories as more than dry summaries within the bounds of a book of manageable size, must have been formidable. Mr. Jackson explains that he had to define his terms of reference at an early stage, but he takes a fresh look at almost fifty lines of varying types and importance, and most of the few obvious omissions concern railways which have been dealt with comprehensively elsewhere.

Chapter headings such as "Lines for Leisure", "Serving Industry and Commerce" and "Suburban Stimulants" emphasise a few of the different functions for which the lines were conceived: some were to have an increasing impact on the districts they entered, while others have faded against the background of London's constantly altering infrastructure. Awareness of reasons for such changing fortunes gives social perspective through the narratives of projection, building, operation and development or decline of these diverse byways. Their contribution to the community, as well as their physical attractions, will be viewed with renewed appreciation by readers of this work.

Ian Allan Albums and Scrapbooks. Ian Allan Limited, Terminal House, Shepperton, Middlesex TW17 8AS. All 9½ in. × 7 in. Illustrated. "British Rail Scrapbook 1950", John Adams and Patrick Whitehouse (64pp, £1.95); "British Rail Scrapbook 1953", John Adams and Patrick Whitehouse (64pp, £1.95); "Highland Railway Album 2", Anthony J. Lambert (128pp, £3.95, colour frontispiece and map in end papers); "East Midlands Branch Line Album" (128pp, £3.95).—"Highland Album" undoubtedly has the best pictures of these four; some of those in "East Midlands," particularly on pages 74/75 and 78/79, are of poor quality. The "Scrapbooks" are quite nostalgic and again, some reproductions of the authors' photography are good, but others are slightly fuzzy and "filled-in".

The Poetry of Railways. Edited by Samuel Carr. B. T. Batsford Limited, 4 Fitzhardinge Street, London W1H 0AH. 5¾ in. × 5½ in. 88pp plus 4pp colour plates. Illustrated. Board covers. Price £3.95.—An anthology of railway poems, some British and some American, including old favourites such as "Adlestrop", "The Tay Bridge Disaster", "Skimbleshanks" and "Night Mail" with illustrations from contemporary sources, this is a good book for "dipping into", but some notes on the circumstances of the poems and on the poets would have made it even more interesting.

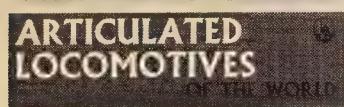
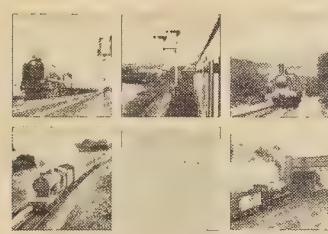
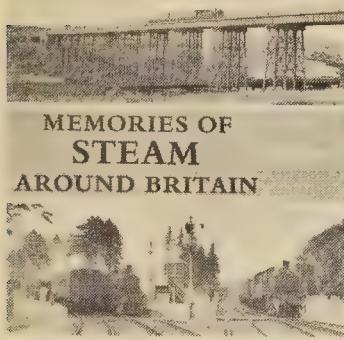
Victoria's Inferno: Songs of the Old Mills, Mines, Manufactories, Canals and Railways. Edited by John Raven. Broadside Records, Studley House, 68 Limes Road, Tettenhall, Wolverhampton WV6 8RB. 7 in. × 4½ in. 192pp. Illustrated. Card covers. Price £1.15, inc. post.—Where Samuel Carr's selection of poetry (above) is the sort one can imagine being read aloud in the parlour or drawing room, John Raven's songs can be better imagined as echoing from the

public bar (and in some cases, the chapel). They are very much working songs and, while most relate to other industries, there are two chapters on canals and one each on navvies and railways, the former including "Poor Paddy Works on the Railway" and the latter "Cosher Bailey's Engine". The illustrations, based on 18th-century wood engravings, are purely decorative and do not relate to the text.

The Railway in England and Wales, 1830-1914; Vol. 1, The System and its Working. By Jack Simmons. Leicester University Press, 2 University Road, Leicester LE1 7RB. 9½ in. × 6½ in. 295 pp inc. 5 line drawings in text and folding map in endpapers. Price £12.—This is the first of four volumes and sets the scene by describing how the early railways were established, the "Railway Mania" and resulting increase in government regulation, also the effects of early competition and the imposition of safety standards. Other sections deal with motive power and freight and passenger rolling stock with reference in the motive power section to the large number of British railway companies which, dissatisfied with the products of private industry, built their own locomotives. The author's concluding chapter points out how the British railways evolved differently from those of Europe, most of which were built as an instrument of government policy rather than being left almost wholly to speculators. It is a very scholarly work, with numerous footnotes suggesting further reading, but what a pity that the splendid folding map is marred by faulty colour registration, making it almost painful to look at.

Scottish Steam Album. By Brian Morrison. Oxford Publishing Company, 8 The Roundway, Headington, Oxford, 11 in. × 8½ in. 144pp. Illustrated with 273 half-tone photographs. Price £4.95.—The author, a frequent contributor of first-class photographs to *The Railway Magazine*, paid his earliest visit to Scotland in 1952 and has been there practically every year since then. This album, the printing of which does full justice to his work, is of the Scottish steam scene during the decade of the 1950s and takes the reader from Edinburgh, up the East Coast to Aberdeen, across to Inverness and Kyle of Lochalsh and back south through Perth and Glasgow to Dumfries. Captions are informative but brief, allowing the splendid pictures to speak for themselves.

Eurail Guide: How to Travel Europe and All the World by Train: Eighth Edition, 1978. By Martin L. Saltzman and Kathryn Saltzman Muileman. Distributed in Great Britain by Roger Lascelles, 3 Holland Park Mansions, 16 Holland Park Gardens, London W14 8DY. 7 in. × 5½ in. 768pp. Railway system and city maps in text. Price £4.50 from bookshops or £5 inc. post, from the distributor.—This useful, if bulky (1¼ in. thick), annual publication covers railway travel in more than 100 countries with suggested itineraries, advice on whether to book a Eurail Pass or individual tickets, locating and using timetables and what to see in more than 700 cities. Rail system maps of several countries assist travellers to find their way, as do numerous city maps, showing principal stations, reprinted from the *Thomas Cook International Timetable*, which publication also has a brief chapter devoted to it. A glossary at the back of the book gives potentially useful phrases for the traveller in English, French, Spanish, German and Italian.



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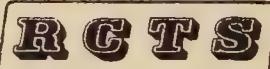
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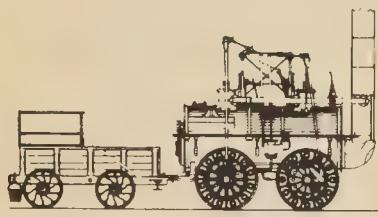
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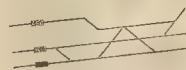
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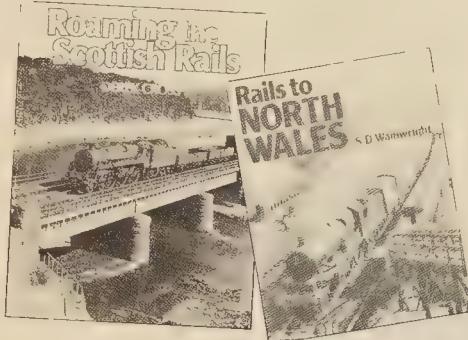
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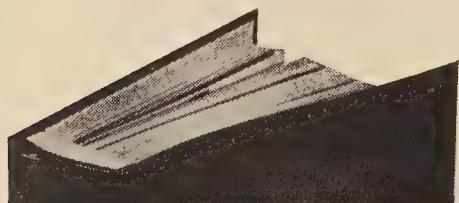
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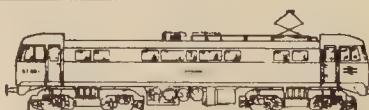
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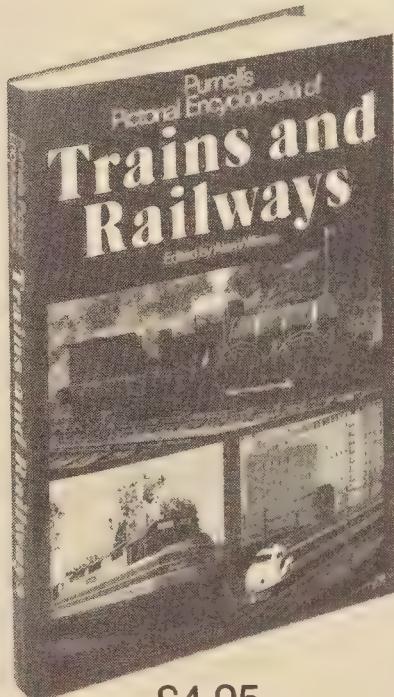
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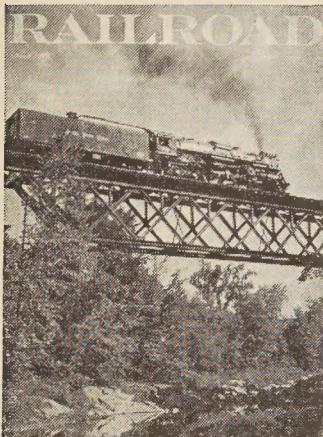
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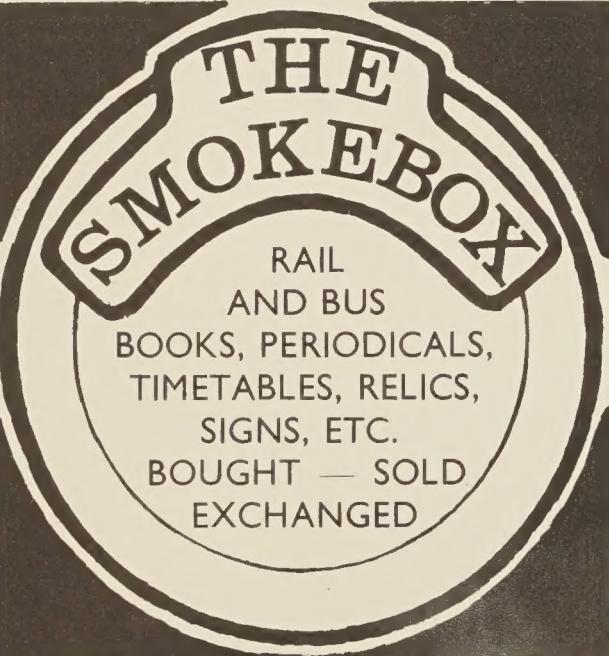
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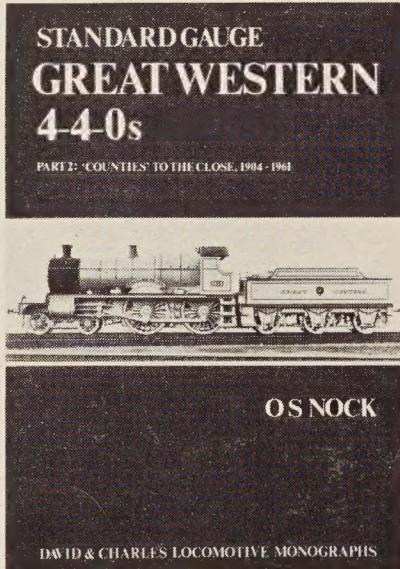
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